ANNUAL STATEMENT

OF THE

TRADE AND COMMERCE

OF CINCINNATI;

INCLUDING A GENERAL VIEW OF THE

Present Position and Future Prospects of the City;

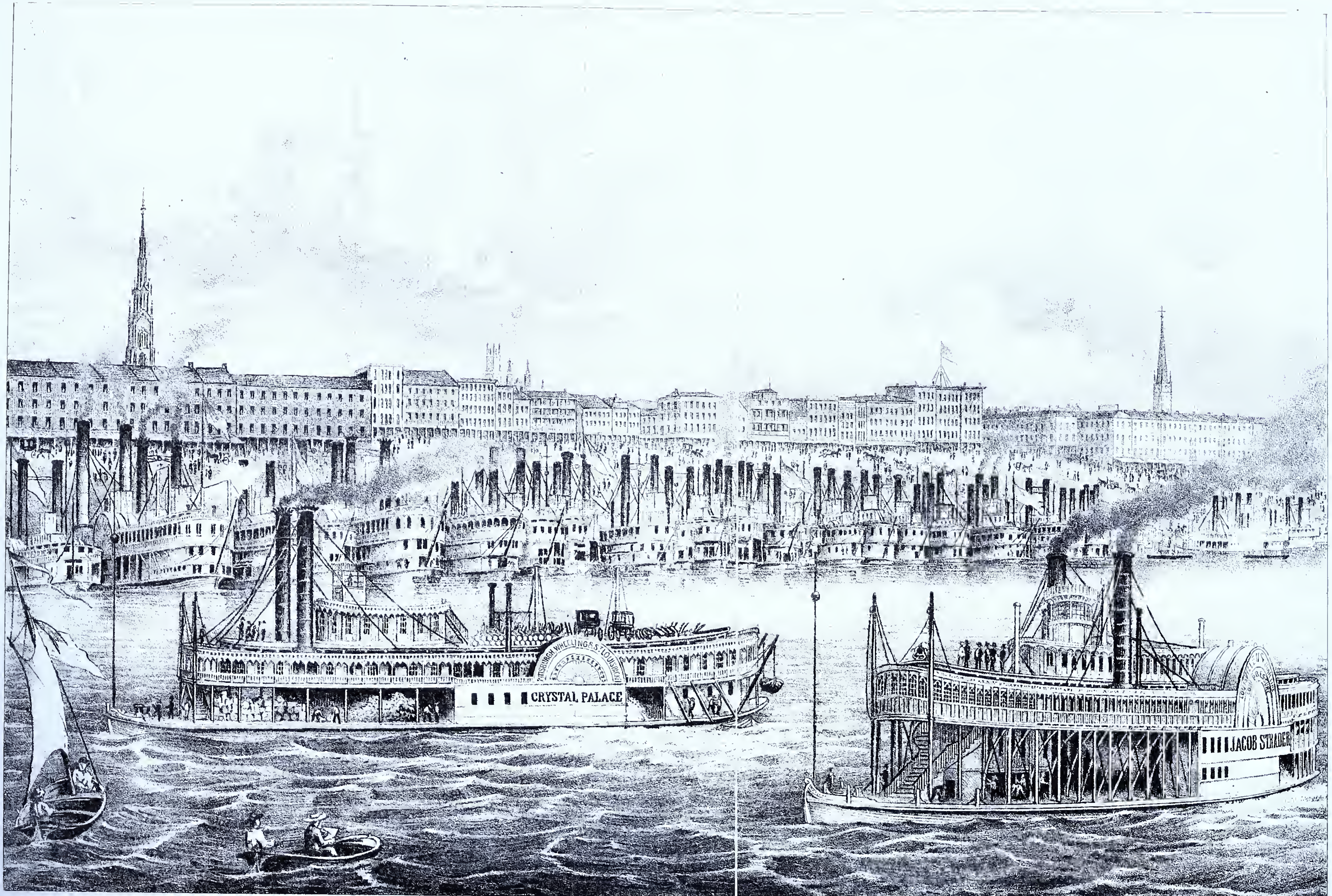
FOR THE COMMERCIAL YEAR ENDING AUGUST 31, 1855.

REPORTED TO THE CHAMBER OF COMMERCE,

BY WILLIAM SMITH,

SUPERINTENDENT OF THE MERCHANTS' EXCHANGE.

CINCINNATI:
GAZETTE COMPANY PRINT, CORNER OF FOURTH AND VINE STREETS.
1855.



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ANNUAL STATEMENT.

OF THE COMMERCE OF CINCINNATI; INCLUDING A GENERAL VIEW OF HER PRESENT POSITION AND FUTURE PROSPECTS; HER SITUATION; RESOURCES; GROWTH; STATISTICS, AND ADVANTAGES; AGRICULTURAL, COMMERCIAL, INDUSTRIAL, AND FINANCIAL.

One half of the decade, allotted for the taking of the census of the Republic having expired, we have deemed it advisable, in our present annual statement of the Commerce of our City, to make it more comprehensive than usual, by embracing a general view of the present position, resources, and probable future destiny of this Great Western Metropolis. In carrying out our design, we shall confine ourselves to well known and generally admitted facts, and endeavor to place them in such a position, that "he that runs may read" and understand them.

An old writer on political economy has said, that a great city must be founded on Agriculture, Commerce, and Manufactures. That it might be successful to a certain extent on one or two of these; but that all must combine to make a great, wealthy, and permanent metropolis. Of these elements a measure of agricultural resources, sufficient for the feeding of a city, is necessary to its existence; but that which produces and maintains riches and strength is industry; commerce flows from both. Cincinnati has all these elements, and all in a remarkable degree. The cities on the ocean or the lakes are of necessity chiefly commercial, while those in the mining districts must be exclusively manufacturing. It is only an interior town of a great country; in the midst of a rich agricultural region, and surrounded with the materials necessary to manufactures, which *can* become one of the great cities of the earth. This fact is demonstrated by the whole history of the world, from the ancient cities of the Nile and the Euphrates, to the London and Paris of Europe. None of those great places had natural advantages superior to Cincinnati. Civilization has changed, and with it the means of wealth and greatness. But that change is in favor of interior towns: by introducing new and rapid modes of communication with all exterior places; with the coasts of the sea, the islands of the ocean, and with distant lands. That great barrier—a long land journey—is broken down by the power of steam, and Cincinnati on the Ohio River sends her provisions to Liverpool, with as much ease as if she were on the Gulf of Mexico, or the shores of the Delaware. In this new condition of affairs, there is no reason why she should not become her own exporter and importer, and when capital accumulates, this will undoubtedly be the case. This change has already commenced, and the only advantage, once supposed to belong exclusively to the ports of the Ocean, or the Lakes, will be shared equally with those of the interior.

The agricultural resources of Cincinnati are undisputed, and while new countries are opened, new towns arise, and new fields bloom with grain, in the new States of the West, not one of them can compare in production with that region of which Cincinnati is the centre, and whose products are poured, by Canal, Railway, and River, into the warehouses of her merchants and the factories of her mechanics. This fact we shall fully demonstrate.

In manufacturing industry, it is not pretended we have a rival in the West. In single fabrics we are outdone by other towns: but in the great aggregate, even the large manufacturing towns of New England sink in the comparison, and all places of the West are entirely secondary. But what Cincinnati *is*, as a manufacturing town, is nothing to what it must become, when railways penetrating the mining districts to the East and South, will have made coal, iron, copper, and zinc, as common and accessible, as wood has been heretofore.

The articles manufactured from iron, copper, and zinc are constantly increasing in variety and magnitude, and as wood disappears rapidly before the advance of cultivation, substitutes for it are found in the exhaustless mines, which underlie more than one third of the Ohio Valley. As society and civilization progress, a town, which has commenced with the necessary and coarser arts, will proceed to be luxurious and refined, till tens of thousands of artizans are employed on fabrics, which we have scarcely introduced.

What we have here stated in general terms, we shall now proceed to define and prove by admitted facts and reliable statistics.

Art. I. Natural Site of Cincinnati.

The natural site of any place has much to do with its prosperity: indeed more than any one thing. In this respect Cincinnati has been peculiarly fortunate. It is central to the Ohio Valley, in situation, and in its actual locality could not be better placed for convenience and comfort.

The OHIO VALLEY comprehends full 220,000 square miles of area, and in the very centre of this immense space, containing greater natural resources than any other equal area on the earth, lies Cincinnati, which is, and must forever be, its natural metropolis. The straight line distances from Cincinnati to the principal points, in the circumference of the Valley, are as follows :

Cincinnati to Pittsburgh, junction of the Alleghany and the Mononghahela....240 miles.
“ to Cairo, mouth of the Ohio..300 “
“ to the sources of the Kenhawa 250 “
“ to the sources of the Tennessee......................260 “
“ to the Great Bend of the Tennessee, near Huntsville, Ala 350 “
“ to the mouth of the Tennessee 280 “
“ to the north source of the Wabash.................170 “
“ to the north source of the Miami...................150 “
“ to the sources of Muskingum 180 “

The average distance of the Southern semi-circumference of the Valley is 285 miles from Cincinnati, and of the Northern 170 miles ; making a diameter, passing through Cincinnati; of about 455 miles. This will more evidently appear, by taking several actual diameters, and comparing them together.

From the sources of the Miami to the great bend of the Tennessee......................500 miles.
From the sources of the Wabash to the sources of the Kenhawa............420 “
From Cairo to Pittsburgh.............540 “
From the mouth of the Tennessee to the sources of the Muskingum..........460 “

These diameters represent an area, within which Cincinnati actually does control the great body of the trade and production ; although in some articles of manufactures, and in others of commerce, Pittsburgh and Louisville share largely. The commerce of the Miami, of the Wabash, of the Scioto, the Muskingum and the Kenhawa almost exclusively belong to Cincinnati : while on the other hand, the trade, at particular points, extends far beyond the natural boundary of the Ohio Valley. Thus Iron is brought to Cincinnati from North-Western Georgia, while the stoves, which are manufactured from iron, are carried to Missouri, Iowa, and Kansas. Sugar is sold from Cincinnati, on the shores of the lakes, and immense amounts of provisions and general produce are carried to the Gulf of Mexico. These facts, geographical and commercial, prove that Cincinnati by its central position is naturally the Metropolis of the Ohio Valley. The territory, which is thus exclusively within the control of Cincinnati trade, extending from the sources of the Kanhawa to those of Wabash, and comprising 220,000 square miles, is equal to the extent of France, and is double that of Great Britain and Ireland. Its capacities for feeding a population, and of furnishing materials for manufactories are greater than that of either of those great empires. It is safe to say, that it will contain a population of not less than fifty million's and that it will attain that within a century. Within the circle of population, defined by the trade of a city, experience has proved, that the population of the central mart may, and generally does, reach one tenth that of its commercial district. At present, the population of Cincinnati, Pittsburgh, and Louisville, taken together, make about one tenth of the population of the Ohio Valley proper. If we suppose at the end of a century, the same proportions exist, Cincinnati will be the largest city in America. Leaving that, however, as a matter of opinion, the facts, to which we have referred, prove incontestibly, that the destiny of Cincinnati is fixed as the central city of an immense, populous, and fertile region.

These facts, geographical and commercial, prove that Cincinnati, by its central position, is naturally the Metropolis of the Ohio Valley, and that its commercial progress has corresponded with its natural tendency, and even gone beyond the limits, which nature had prescribed.

Such being its general position, let us notice the particular SITE of Cincinnati. The plain on which Cincinnati stands, forms a portion of the Ohio Valley about twelve miles in circumference, which is bisected by the Ohio River, passing in at the North-East and out at the South-West. On the North half is Cincinnati, and on the South Covington and Newport, separated by the Licking River. This great plain is entirely surrounded by hills, three hundred feet in height, forming one of the most beautiful natural amphitheatres to be found anywhere on the continent, from whose hill tops may be seen the splendid panorama of Cincinnati, Covington, and Newport, with the winding Ohio, its steamers and barges, and all the incessant movement along its shores. While Philadelphia, New-Orleans, Chicago, Buffalo, and even New York, are built on level ground, and afford scarcely any natural variety of position, the site of Cincinnati is one which a painter would have selected for its beauty, and a shrewd mechanic for the utmost convenience of building, and the greatest facilities for water and sewerage.

The facilities for commercial convenience are not less. Opposite the town is one of the deep pools of Ohio, which makes the public landing always accessible to the largest boats. From the water in the Ohio to the northern suburbs, the city of Cincinnati ascends on three successive plains. From low water in the Ohio to the first plain is 60 feet in altitude ; from the first plain to the second is 50 feet, and from the second plain to the tops of the hills is 250 feet, which is, in fact, (allowing for a gentle curvature) the level of the great plain of Central Ohio. The ascent from the river, at the Public Landing, and now along a large part of the city, is macadamized, on a gentle grade, so as to present no obstacles to the movement of any sort of business. The ascent from the first to the second plain is also made on a very gradual grade, so that streets and buildings are no where interrupted. The ascent to the summit of the hills is naturally abrupt, but the principal streets are already carried out on good roads, and in the North-East quarter of the city the side-hills are graded into streets, and the city itself is gradually ascending the summits. Extensive villages run back from the crests of the hills, and it is no longer doubtful, that one of the finest quarters of Cincinnati will be built on what a few years since were deemed inaccessible hill-tops.

On the west of the plain of Cincinnati enters Mill-Creek, whose valley, commencing near Hamilton, affords an easy entrance to the Railways, now and hereafter to come from the North-West. On the east side of the plain is the narrow ravine of Deer Creek, giving an outlet to the Miami Canal, and a place for numerous and important factories.

From this topographical view of the site of Cincinnati, it is obvious that it has great advantages in locality. 1st. The depth of water in front of the city, and the extensive and easy grade of the public landings, give every possible facility to river commerce. 2nd. The height of the hills, and the ascent of one plain above another, enable the water to be raised to any required height, and diffused in any quantity to every part of the town. 3d. The same difference of levels, with the gradual slopes, east and west, to the ravines of Deer Creek and Mill Creek, allow the most perfect sewerage and cleanliness. If this improvement has not been already completed, it is not the less certain, that in time it will be accomplished. 4th. The same causes have given a better ventilation, than is commonly found in towns, to a large part of the city. Between the houses on the first plain, and those on the hill sides, there is a difference of 150 feet in level. In time, when an immense population is gathered here, these advantages of locality will tell strongly on the health, comfort, and convenience of the people.

Art. II. Extent of Cincinnati.

The actual limits of Cincinnati, as a city, are very extensive, and hence it is not so densely built as most cities. From the machine shops of the Little Miami Railroad to Sedamsville is six miles, is built up in a continuous street. From the foot of Main street to the House of Refuge is three miles, likewise a continuous street. These streets, however, represent the most extensive outlets, in the valleys of the Ohio and Mill Creek. The principal part of the city is comprized between the Ohio River and the hills, and between Deer Creek and Mill Creek, making about three square miles. The suburban villages could only be included within a circuit of five miles radius, making on the Ohio side more than thirty square miles, an area greater than New York Island. A large part of this surface is on the high and airy summits of the hills, which afford room and quietude, free from the smoke and heat of the lower plateau.

The limits of Cincinnati, therefore, include surface enough to accommodate a million of people, without any uncomfortable density of habitation, and with all the conveniences to be found in any civic community.

Art. III. Radial Lines of Commerce.

Having given the extent of that portion of the Ohio Valley and adjacent districts, which is commanded by the trade of Cincinnati, and must be supplied by its industrial products, let us examine its lines of exterior commerce, and compare them with those of other cities of the valley, and those of the lakes. A central city enjoys the great advantage of collecting products from every quarter. It is not a coast city, accessible to the interior only on one side. This advantage enables it to centralize industry and production; but, as one city cannot consume all products, it must have equal means of diffusion, and an ability to choose between foreign and domestic markets. Interior cities are now furnished with this ability, united with the utmost speed and greatest facility of transit by railway locomotion. The moment this is accomplished, the comparative commercial power of interior cities is measured, by the extent of the *radial lines* to the places of supply and to the ports of foreign commerce. It has already been shown, that no place is more entirely *central*, than Cincinnati. It remains for us to show, that it has the shortest distances to the cities of the Atlantic and the Gulf. The following are the radial lines, from Cincinnati, Louisville, St. Louis, and Chicago, to the chief cities of the coast:

	CINCINNATI.	LOUISVILLE.	ST. LOUIS...	CHICAGO...
	Miles.	*Miles.*	*Miles.*	*Miles.*
To Boston......	750	830	1,050	870
" New York...	570	650	885	730
" Philadelphia.	500	580	825	700
" Baltimore ...	430	490	750	640
" Charleston...	500	500	720	770
" Mobile.......	640	550	570	790
" New Orleans	720	625	640	840

The above table proves Cincinnati to be nearer the Atlantic and the Gulf, at every point, than Chicago; and nearer than St. Louis and Louisville to every point, except Mobile and New Orleans.

A close inspection of the map, in connection with the above table, exhibits the very important fact, that south of the Ohio River there is a greater extent of country, accessible to Cincinnati manufactures, and which can be supplied from no other quarter as well, than is within the exclusive reach of any other city in the United States. It is well known the Southern towns neither are, nor are likely to become manufacturing places. Their supply has heretofore been almost entirely from the East, shipped coast-wise. This, and the return shipment of produce has made the great bulk of the immense coasting trade between the Eastern and the Southern States. But it is very evident, that an article of manufactures, in iron, wood, or leather, for example, cannot be shipped a greater distance coastwise, than from an interior city; there trans-shipped and there carried on land, in competition with the same articles from the interior, without trans-shipment. Except for the mere coast itself, this competition cannot be maintained by the Eastern manufacturers.

Taking New York, then, as the point of shipment for Eastern manufactures, and Cincinnati for those of the Ohio Valley, the dividing line will run a little east of Wilmington, N. C., Raleigh, Lynchburg, Va., and Johnstown, Pa. Again, taking St. Louis as the point of shipment for the manufactures of the Mississippi, the dividing line with Cincinnati, runs a little west of Nashville, Huntsville, Ala., and Montgomery, Ala.

Here, then, we have the extraordinary fact, that from the banks of the Ohio to the coasts of Carolina, and from Nashville, Tenn., to Lynchburg, Va., there is really no competition with Cincinnati, for the supply of manufactured articles, or of such agricultural products as are marketable here. This extent of country embraces one half of Kentucky, one half of Tennessee, one half of N. Carolina, one half of Alabama, one third of Virginia, and the entire States of Georgia, and S. Carolina. It makes an area of 200,000 square miles of territory, and when once interpenetrated with railways, as it soon will be, will become populous and rich, demanding all the energies of Cincinnati, when fourfold its present magnitude, to supply its wants.

Art. IV. Comparative Population, within equal radial Distances of Western Cities.

We have said, that large cities are generally about one tenth (in population) of the commercial district, in intimate relation with them. How far this commercial limit may geographically extend, depends on the magnitude, the capital, and the commercial lines of each place. In some places, like London, they have a commercial intercourse, by water round the globe; and in others, like Cincinnati, they extend, in some directions, as by the Mississippi river, far beyond the local limits of commerce. But every prominent city of commercial importance must have what is called a "back-country," a region supplying and dependent upon itself, for the domestic arts and commerce. Palmyra flourished on the Caravan trade, but perished for want of a country. Tyre was a splendid city, but depended on sea commerce only, and died. On the other hand. Paris, Vienna, Moscow, Pekin, and in a great degree London, are supported by the internal, domestic trade of the country around them. It is, therefore, one of the fixed principles of town growth, that it must have a rich, productive surrounding country to be a permanently great and prosperous city.

To show the relations, which the great western towns bear to each other in this respect, we present tables of the population, density of population, and agricultural productions, within a radius of 100 miles around Cincinnati, Pittsburgh, Louisville, St. Louis, and Chicago.

I. TABLE *of Population within a Circuit of 100 miles.*

PLACES.	POPULATION.	SQ. MILES.	DENSITY.
Cincinnati...	1,583,236	26,500	60
Pittsburgh..	1,154,920	26,500	45
Louisville..	1,002,498	26,500	40
St. Louis...	547,241	26,500	21
Chicago.....	386,539	*20,000	19.3

If the distance we assumed (100 miles) were the true distance of domestic, commercial reciprocity, then in round numbers the population of these places in 1850 should have been about 10 per cent. The following table shows the comparison between that result and the actual one.

	TEN PER CENT OF LOCAL POPULATION.	CENSUS.
Cincinnati, Fulton, Newport, and Covington..........	158,236	136,000
Pittsburgh, Alleghany, and Birm'ham	115,492	71,600
Louisville, New Albany, and Jeffersonville.........	100,249	56,136
St. Louis and Surroundings........	54,724	82,249
Chicago and vicinity............	38,853	31,000
Aggregates	467,354	377,085

It results from this table:

1. That St. Louis had in 1850 outgrown the surrounding country.

2. That all the others had fallen short, especially Louisville; and Cincinnati had more evenly kept near the growth of the surrounding country.

The relative depreciation of Louisville is unquestionably due to its proximity to Cincinnati, with which there is necessarily an active competition in many articles of trade.

It may be said, that the country around St. Louis and Chicago is new, and therefore has a greater margin for future growth. This is true; but the same thing is true of the Ohio Valley, large districts of which within 100 miles of Cincinnati are yet comparatively unsettled. We have as yet no example of a growth in Missouri and Illinois equal to that of Ohio, in the same space of time. The following exhibits 30 years of growth in Ohio, Illinois, and Missouri, commencing with the first census of each:

Ohio......45,365..230,760..581,434..937,903
Illinois....12,282.. 55,211..157,445..476,183
Missouri..20,845.. 66,586..140,455..383,702

In 30 years from the first census Ohio had increased 892,000, Illinois increased 464,000, and Missouri 363,000. At the first census of each, Ohio was 33,000 ahead of Illinois, and 25,000 ahead of Missouri; and in 1850 she was 1,130,000 ahead of Illinois, and 1,298,000 ahead of Missouri. To this we may add the general fact, that the growth of the country on the Mississippi River has not been equal to that in the Ohio Valley. There is, therefore, no probability that the growth of population and bussiness in the Ohio Valley will speedily diminish, or that of any other district of country exceed it.

Art. V. Comparative Agricultural Productions around the Chief Cities of the West.

Having shown in the previous article the proportional progress of population, at equal distances of time, in the principal cities of the West, we shall now compare the staple agricultural productions, at equal distances around each. For this purpose we assume one hundred miles, as a convenient radius. This giving a diameter of 200 miles, is quite enough to test the agricultural capacities of the region around each city. Assuming this distance, as a test, we have in the following table the results for Wheat, Corn, Rye, and Oats, the leading and staple articles of Grain:

II. TABLE *of Grain Products, within* 100 *miles' circuit of each of the Cities of Pittsburgh, Cincinnati, St. Louis, and Chicago.*

	PITTSBURGH.	CINCINNATI.	LOUISVILLE.	ST. LOUIS.	CHICAGO.
	Bushels.	*Bushels.*	*Bushels.*	*Bushels.*	*Bushels.*
Corn.........	12,778,609	83,779,800	68,496,515	33,347,586	10,071,316
Wheat........	7,684,210	7,340,060	4,142,461	2,637,104	7,085,557
Oats and Rye	13,640,452	9,482,189	8,720,077	4,236,466	5,610,538
Aggregate...	34,103,311	100,602,049	81,359,053	40,221,156	22,767,411

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* The surface of Lake Michigan was deducted.

NOTE. The above Table comprehends an equal space around each city, and has been formed with great care from the returns in the U. S. Census Tables. It comprehends, around Pittsburgh, 22 counties in Pennsylvania, 16 in Ohio, and 13 in Virginia. Around Cincinnati, 26 counties in Ohio, 27 in Indiana, and 38 counties in Kentucky. Around Louisville, 51 counties in Kentucky, 35 in Indiana, and 2 in Ohio. Around St. Louis, 21 counties in Missouri, and 32 counties of Illinois. Around Chicago, 17 counties in Illinois, 5 counties in Wisconsin, 3 counties in Michigan, and 13 counties in Indiana. These several districts comprehend, within a small fraction, an area included within a circumference, of 100 miles, from each of these places. The surface of Lake Michigan, which falls within this circumference, of course diminishes, by so much, the producing area of Chicago.

Louisville and Cincinnati being only 100 miles distant from each other, the area between them is, of course, repeated, as it belongs equally to both places. This fact, however, is unimportant, as the object is not so much the aggregate of each, but the *proportions* between them.

This table exhibits some important results, to which we call attention:

1. The amount of Grain produced around Cincinnati is to that around Louisville in the proportiod of 5 to 4; to that around St. Louis, as 5 to 2; to that around Chicago, as 5 to 1; and to that around Pittsburgh, as 3 to 1. The amount of Corn produced around Cincinnati, is to that of Louisville as 4 to 3; to that of St. Louis as 5 to 2; to that of Pittsburgh, as 7 to 1; and to that of Chicago, as 8 to 1. Under this state of facts it may be asked, how it is, that some of these ports exhibit annual statements of immense exports of grain, much exceeding those of Cincinnati? The answer will be found in our next remark.

2. That the estimates made of grain exports, by the exports, *in gross*, are entirely erroneous. It is well known, that the great grain staple of America, Indian Corn, is used chiefly in the manufacture of Pork, Beef, and Whiskey. Hence to ascertain the exports of Grain from any port, in comparison with another, the true method is to make an aggregate for each place of all the exports of grain in gross, of whiskey, and of the products of hogs and cattle. We need not say, for it will be seen by reference to the annexed commercial tables, that the exports of grain, flour, whiskey, meats, grease, and oils from Cincinnati, taken together, exceed by far those of any primary place of export. They probably reach in value twenty millions of dollars; a sum, as far exceeding the exports of the same articles from any other place, as the agricultural products of the Ohio Valley exceed those of any other region.

By the table of manufactures annexed it will be seen, that in 1850 the value of food, manufactured in Cincinnati, exceeded fourteen millions of dollars. The greater part of this immense amount arose from hogs and cattle, the former having consumed fifteen bushels of corn each, and the latter thirty, to fit them for market. The export of pork, beef, grease, and oils is, therefore, as much an export of grain, as if the corn had been exported directly to Liverpool. With this advantage to Cincinnati, however, over mere grain ports, that the *change of form* employed thousands of persons to make it, and left behind large profits. As a grain port, therefore, Cincinnati is not exceeded, while, as a manufacturer of the products of grain, it has no equal. The tables we have given above, destroy the illusion, if any such has existed, as to what is the real centre of grain production, in the United States. If it be thought, that the States on the Mississippi, such as Illinois, Missouri, and Iowa, will, by time and immigration, reach the same magnitude of production, as those on the Ohio, it is a sufficient reply to say, as we have done in reference to the growth of Ohio, that the growth of agricultural production in the States of the Ohio Valley has never been exceeded, and is going on, at this moment, as rapidly as ever. The census of 1850 showed an advance in agricultural production, in Ohio, Kentucky, and Indiana, of 40 per cent on that of 1840, nothwithstanding the crop, which appeared in the census of 1840, was a remarkably good one, and that of 1850 was a partial failure. In the Valley of the Ohio is produced half of the Indian Corn grown in the United States, immense as that great staple product is. The State of Ohio stands in 1855 the first agricultural State in the Union, and in the profits of that great business has the Metropolitan City shared the largest.

Art. V. Growth of Cincinnati.

Having now considered the Centrality Site, Commercial Radii, and Agricultural Resources of Cincinnati, let us review its actual growth, its manufactures, commerce, and railway lines; comparing their results with those of the most favored and prosperous cities of the United States.

Cincinnati was founded in 1788; Louisville in 1773; Pittsburgh in 1784; St. Louis in 1764; New York in 1613; New Orleans in 1717; Baltimore about 1750; and Boston in 1630. So, that, of all the first class cities of the United States, Cincinnati is the youngest. Let us now compare its growth with that of the others. The true mode of comparing growth, is to commence at the *same period* of growth, or magnitude in each, and take equal periods of time; or, to take the *average ratio* of growth, for the whole period. In the following table, we have taken both methods; premising that, as to New York, we are comparing with the city of the most rapid and powerful growth in the world: and, as to New Orleans, with that which has the most extensive and fertile Valley, to sustain it, now inhabited by civilized man:

III. TABLE. *Comparing the Growth of Cincinnati and New York. for an equal period commencing with the first United States Census of each.*

	CINC'TI.			N. YORK.	
Year.	Population.	Ratio.	Year.	Population.	Ratio.
1800	750	....	1790	33,131	..
1810	2,540	238	1800	60,489	81
1820	9,602	280	1810	96,373	60
1830	24,831	160	1820	123,706	28
1840	46,338	88	1830	202,589	65
1850	115,436	150	1840	312,710	54
Average		170p.c.	....	....	56p.

DEDUCTIONS FROM THE TABLE.

1. New York increased for fifty years at the *average* rate of 56 per cent. each decade: which gave her in 1840 312,000 inhabitants, and would have given her in 1850 487,000,—which was only 28,000 less than the census gave,—a difference more than accounted for by the immense increase of foreign trade, created by the partial famine in Europe. The State Census of 1855 shows about the same ratio of increase for the present period.

2. *Cincinnati* increased for fifty years at an average of 170 per cent., for each decade,—which will give 311,372 in 1860; a number which is indicated by the actual growth from 1849 to 1853. If, however, it were to fall much short of that, it would still be greatly in advance of the growth of New York, at a corresponding period. In 1820 New York had 123,706 inhabitants, and in 1830 had 202,589, an advance of 65 per cent.

3. If, now, we suppose Cincinnati to advance at the average rate of New York,—a ratio below that of this city, at any time,—it will, in forty years from 1850, have 700,000 people. But that is a ratio not one half of what it has heretofore maintained.

IV. TABLE.—*Comparing the Growth of New Orleans and St. Louis, for a period of fifty years, commencing with the first Census of each.*

	St. Louis.			*N. Orleans*	
Year.	Population.	Ratio.	Year.	Population	Ratio.
1800	1,000	...p.c.	1800	6,000	....
1810	1,600	60 "	1810	17,242	190p.c.
1820	4,598	187 "	1820	27,176	60 "
1830	5,852	30 "	1830	46,310	70 "
1840	16,469	157 "	1840	102,193	120 "
1850	77,860	375 "	1850	116,375	14 "
Average		140p.c.	....	....	80 p.c.

REMARKS.

1. St. Louis increased at an average rate of 140 per cent., for fifty years; and, at that rate, will have 185,000 inhabitants in 1860. But, on account of the sudden increase between 1840 and 1850, it has been inferred that this rapid rate would be continued. The Agricultural Table (No. —) shows, however, that St. Louis, in that period, grew faster than the country. As a natural, and inevitable consequence, we find, the Census of St. Louis in 1852 gave but 94,819,* an increase of less than 6,000 per annum, and less than 80 per cent. in a decade.

2. New Orleans has increased at an average rate of 80 per cent.: and if it continues at the same rate, will have in 1860, 208,000 inhabitants; but, the present increase of New Orleans is by no means, as rapid as this; and, unless Railways to the interior of the country hereafter give a new impetus to her commerce, it is evident she cannot continue her former ratio of growth.

New Orleans and St. Louis are, respectively, the oldest cities in the Valley of the Mississippi; and geographically, admirably situated for the purposes of commerce. Yet, we see, that in the race of growth, they maintain no successful competition with Cincinnati.

V. TABLE—*Of the Comparative Growth of Pittsburgh and Louisville, for fifty years.*

Pittsburg			Louisville		
Year.	Population.	Ratio.	Year.	Population	Ratio.
1800	1,565	....	1800	359	....
1810	4,768	200p.c.	1810	1,357	300p.c.
1820	7,248	52 "	1820	4,012	200 "
1830	15,369	110 "	1830	10,341	150 "
1840	31,204	105 "	1840	21,210	108 "
1850	76,956	148 "	1850	43,194	104 "
Average		122p.c.	....	......	160p.c.

REMARKS.

1. In the population of Pittsburgh, given above, are included Allegheny City, Birmingham, and the suburbs. The average increase for fifty years is 122 per cent.: and, if it continue the same, Pittsburgh will have in 1860, 172,000.

2. Louisville has increased for fifty years at an average of 160per cent.: and, at that rate, will have 111.300 inhabitants in 1860.

Having given this tabular view of the growth of six of the primary cities of the United States,—five of them in the Western States—we present the following comparison of their relative growth:

New York has increased for 50 years at the rate of 58 per ct.
N. Orleans " " " " 80 "
Pittsburg " " " " 122 "
St. Louis " " " " 140 "
Louisville " " " " 160 "
Cincinnati " " " " 170 "

We might find numerous smaller places, sprung up within a few years, which have increased at a more rapid rate than these cities; but it requires many years to show whether the growth of a town arises from natural and permanent causes.

In the comparative growth of the primary cities of the United States, we find that no one has equalled Cincinnati: and it will be remarked, that the ratio of its growth, in the last decade, when it had attained the magnitude of the first city of the West, was greater than it was in the previous ten years; for this extraordinary fact, there was, and could be but one cause,—its *industrial development*—which was equal to the advantages it derived from agriculture, and commerce; of that we will now speak:

ART. VI.—Growth and Amount of Manufactures in Cincinnati.

The growth of Manufacturing and Mechanical Industry at Cincinnati, is, in fact, a much more significant index to the sources of its power, and prosperity, than a mere enumeration of its inhabitants. It exhibits not the growth of some one great fabric of cotton, wool, or glass, such as may be found at Lowell, Lawrence, or Pittsburgh, but a great variety of kinds, and branches of the Arts and Manufactures from the coarsest to the finest; which variety and amount place Cincinnati beside the cities of Europe, in its centralization of the Social Arts, and its competency to supply the numerous wants of a highly civilized people. To exhibit this more clearly, and present the manufactures of Cincinnati in a distinct view, we present the following Table, and some of the deductions which may be drawn from them:

COMPARATIVE TABLE—*of Manufactures in Cincinnati, as returned in the United States Censuses, for the years* 1840 *and* 1850; *with the number of Establishments classified; the number of Hands employed, and the Annual Value of Production; to which is added the Ratio of Increase, calculated on the basis of values:*

CLASS.	1840.			1850.			
	No. of Establishments.	No. of Hands.	Annual Value of Production.	No. of Establishments.	No. of Hands.	Annual Value of Production.	Ratio of Increase.
Manufactures of Wood............	221	1,426	$2,095,857	395	3,798	$ 4,143,900	100per ct.
" " Iron............	109	1,250	1,728,549	205	6,075	5,779,495	230 "
" " other Metals............	261	466	658,040	111	921	1,209,190	90 "
" " Leather............	204	888	1,068,700	418	2,472	2,675,150	150 "
" " Food............	177	1,567	5,269,617	388	3,981	14,473,562	175 "
" " Clothing............	174	1,217	2,009,850	351	3,198	4,325,500	115 "
" " Liquors and Drinks............	17	110	307,500	155	963	5,240,930	1,600 "
" " Soap, Candles, &c............	20	142	433,940	43	750	1,503,000	240 "
" " Hair, &c., &c............	24	198	166,400	31	275	211,800	15 "
" " Cotton, Wool, Linen, & Hemp.	38	359	411,190	61	880	1,181,000	185 "
" " Drugs, Paints, and Chemicals.	18	114	458,250	41	394	2,018,200	340 "
" " Earth and Stone............	51	301	258,300	98	849	713,000	175 "
" " Building............	332	1,568	953,267	658	4,565	3,681,650	290 "
" " Paper............	47	512	669,600	51	1,073	1,850,540	180 "
" in Science and the fine Arts............	59	139	179,100	99	393	562,000	200 "
" of Carriages, Cars, &c............	6	87	117,000	74	498	507,447	300 "
" " Miscellaneous............	36	264	534,500	171	2,014	2,031,060	300 "
Aggregate............	1,594	10,608	$17,328,651	3,350	33,098	$52,109,374	200 per ct.

From the above Table may be deduced some important consequences:

1. It appears that while the population of Cincinnati, from 1840 to 1850, increased 150 per cent., the aggregate of its manufactures increased 200 per cent.; proving that its population had not grown in advance of its industry,—and thus was in danger of being arrested in its progress—but, that its industry having increased the most rapidly, was continually creating a demand for population.

2. The details of manufactures prove that the longest established branches, and those for which Cincinnati has had an export trade—extending over the entire valley of the Mississippi—are those which, so far from diminishing in growth, with time, are those in which there is yet the most rapid progress. Such, for example, are the Manufactures of Iron, the curing of Provisions, the making of Soap and Candles, and of Domestic Liquors. The increase in the manufacture of Iron, was 230 per cent.; of Provisions 175 per cent.; and of Soap and Candles 240. The progress of these manufactures since 1850, may be known by the import of the raw

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*Compendium of U. S. Census, page 380. The U. S. Census gave the population for 1st June, 1849; being three years before the St. Louis Census of 1852.

materials,—iron, cattle, and hogs,—which, taken in the aggregate, have increased in the last five years about 100 per cent.

3. The details of the Census, also show, that new branches of manufactures are continually arising, of which the following were added, since 1840, viz:

Animal Charcoal,
Artificial Flowers,
Venitian Blinds,
Bonnet Bleachers,
Bucket and Tub Factory,
Caps, Men and Boys',
Railway Cars and Omnibuses,
Castor Oil,
Carvers in Wood,
Clock Makers,
Composition Roof,
Die Sinkers;
Edge Tool Grinders,
Florists,
Gas Works,
Gas Lighters,
Gilders,
Glove Factories,
Glue Factories,
Gold Leaf and Foil,
Grate Factories,
Spice and Drug Mills,
Hat Blocks,
Hot-Air Furnaces,
Lightning Rods,
Lightning Rod Fasteners
Mat Makers,
Mineral Water Factories,
Mineral Teeth Factories,
Morocco Leather,
Music Publishers,
Perfumers,
Planing Machine Fact'ry
Platform Scale Makers,
Plug and Bung Factory,
Saddle-Tree Makers,
Seat Makers,
Saleratus Factories,
Saw Factories,
Screw Plate Factories,
Spoke Factories,
Stencil Cutters,
Stereotypers,
Straw Hat and Bonnet Factories,
Varnish Factories,
Veneer Factories,
ZincWashboard Factor's
Wine Factories,
Wrought Nail Factory.

This list shows that fifty different branches of manufactories—and some of them quite important—were introduced in ten years, which were not here before. Some of them, such as Wine, Stereotyping, Morocco Leather, Straw Hats, and Bonnets, &c., &c., are destined to be greatly increased.

The character of this list, also shows, that Cincinnati is rapidly becoming a centre and mart for that large and various class of artizans who arise from the luxuries and refinements of life, as well as its wants. Cincinnati, like Paris, will hereafter concentrate this kind of artizan industry, and supply its products to the entire valley of the Ohio. No other town can, in this department, at all compete with it, for no other has such various and numerous kinds of manufacturing and mechanical machinery, which are the basis of, and essential to these finer and more luxurious arts.

In the mean time, the great and substantial elements of manufactures are progressing with almost incredible speed. Take for example, the following progress of Iron Machinery:

In 1826	11 establ'hm'ts	190 hands,	$ 213,000 product
In 1840	109 "	1,250 "	1,728,549 "
In 1850	205 "	6,075 "	5,779,495 "

We think no such rapid increase in any branch of manufactures can be found in the country: much less in any place of the Western States. We shall shew, when we consider the materials for future manufacturing, that there is no probability of any diminution in the ratio by which our iron, and other metallic manufactures progress.

If we were to investigate the progress of manufactures since 1850, the facts would develop the same continued growth. We may refer to some, which are obvious to the eye of the casual observer. One is the manufacture of Locomotives, of Railway Cars, Omnibusses, and other smaller branches, which have grown up from the demand of the Railway business. The annual products of this class of manufactures probably exceed a million of dollars.

Another branch of manufactures, now increasing with great rapidity here, are those connected with Book Publishing; such as paper making, stereotyping, power presses, binderies, and all those kinds of work, connected with the manufacture of a book. We hesitate not to say, that since 1850, the value of books published in Cincinnati annually has doubled. When we consider what an immense business this is in Boston and New York, we can readily see, that in Cincinnati, central to the Ohio Valley, this must hereafter become a great and important branch of manufactures.

Another business which has grown up, almost entirely since 1850, is the making of Wine: and which promises to equal in amount that of the finest provinces of France. By comparing the statistics of the Horticultural Society with the fact, that numerous vineyards have been set out, in the last year or two, we may confidently state that there are not less than 2000 acres of Catawba vines in cultivation, in the vicinity of Cincinnati, of which 1600 acres are in full bearing. By the average production of the last few years, this area of vines will yield 700,000 gallons, and in a very short time it must be greatly increased. Already dry and sparkling wines, and brandy, commanding the highest prices, are made here, and the demand for them is greater than the supply.

The various branches of Clothing manufacture are also increasing, being divesified by new fashions and wants. Of the fifty new varieties of the arts introduced in the ten years preceding 1850, ten were for the clothing or adornment of the person.

We need not pursue this subject further. We have proved, by incontrovertible facts, that Cincinnati is still progressing in all departments of Manufactures and the Arts, with a rapidity which has never been interrupted, and which is unequalled in any city of America.

Having thus exhibited the concentration of agricultural products, and the accumulation of industrial arts, in the central city of the Ohio Valley, we shall now proceed to exhibit its means of communication and intercourse with the vast territory, with which it is commercially connected, and of which it is the commercial metropolis. Modern intercourse is maintained chiefly by steam power; and while Cincinnati has her turnpikes running through every portion of the fertile country around her, and while she has the Miami, Wabash, and Whitewater canals extending for many hundreds of miles: yet we shall confine ourselves here to Steam Navigation and Railways.

Art. VII. Of Navigation.

Of the 37,000 miles of coast, belonging to the Mississippi, Missouri, and Ohio, with their several tributaries, each and every part is as accessible to boats from Cincinnati, as they are to any other place on these great rivers. As a consequence of this fact, the increase of navigation at Cincinnati has kept pace with the increase of commerce in the whole valley of the Mississippi. Since 1811, the era of steam navigation in Ohio, Cincinnati has been one of the chief places for steamboat building in the West. The following tables exhibit the progress made in this branch of business, viz.:

Steamboats built in 1825	.....14.....	2,403	Tons.
" " 1840	.....33.....	5,361	"
" " 1852	.....45.....	12,100	"

In the last year there were built also, at Cincinnati, one ship and several canal boats.

The comparative amount of ship-building in the West, as furnished by the Secretary of the Treasury in 1852, was as follows:

	STEAMERS.	TONS.
In Pittsburgh........	55	14,165
" Wheeling........	10	 1,746
" New Orleans......	4	 1,284
" Nashville.........	5	 479
" Louisville........	27	 7,312
" St. Louis.........	6	 2,133
" Cincinnati........	45	12,100

In that year more steamers and greater tonnage were built in Cincinnati, than in New Orleans, Nashville, Louisville, and St. Louis together. Pittsburgh alone in the West has built more steamers than Cincinnati. In the last thirty years at least seven hundred steamers have been launched at Cincinnati, having cost probably fifteen millions of dollars, and giving employment to great numbers of mechanics and artizans.

The increase of Navigation at Cincinnati is indicated by the following table of the number and tonnage of steamboats and barges arrived at Cincinnati annually:

	STEAMERS.	TONS.
1850—'51.....	233	49,274
1851—'52.....	263	60,542
1852—'53.....	298	76,647
1853—'54.....	314	80,266

This presents an increase of 50 per cent in the navigation of Cincinnati, within the last five years.

In the Report on Steam Navigation, made to the Senate of the United States, by Secretary Corwin, in January 1852, we have the following return of Steamboat passengers, to and from the several ports of the West, for the year 1851, viz.:

New Orleans.........	434,000
St. Louis............	367,793
Louisville...........	270,000
Cincinnati............	2,400,796
Pittsburgh...........	466,555
Wheeling............	243,170

As ferry-boats were included in this account, there is no doubt, that a large number of the passengers at Cincinnati were derived from that source: but as there were ferries at the other ports also, this fact only proves the greater and more active intercourse with the opposite shore, which exists at Cincinnati, than at either of the other places. The superiority in the number of passengers is also greatly due to the numerous and excellent lines of packet boats, which run between Cincinnati and every considerable place on the Western rivers.

For other facts, in relation to navigation, we refer to the Tables of Commerce, appended.

Art. VIII. Of Railways.

Of all modern inventions, the Railway is for the purposes of commerce the most useful, and the one which has most influence on the destiny of interior towns. It has given interior cities a power far greater than those on the ocean coast, by giving them the means of creating artificial *radii* and lines of commerce to every point of the great circumference, by which they are surrounded; and if going beyond that, and traversing mountains and valleys, to the remotest parts of the continent, in this respect Cincinnati stands pre-eminent. We have in another place exhibited her immense superiority in centrality of position, in the vast area in which she is the metropolis, and in possessing the shortest radial lines to the great parts. It is evident, however, that the Railway is essential to give a vital, practical power to these superior, natural advantages. Clearly seing this, her citizens commenced at an early day to plan and execute great lines of Railway, which should connect this city with the principal cities of the Atlantic and the Lakes. In doing this, they were greatly aided by the corporate subscriptions of the city of Cincinnati. A large part of the railway lines originally planned, have been completed; but some of the most important and vital to the interests of this city yet remain unfinished. In the following Table of Railways, complete and incomplete, we have aimed first to distinguish them as *commercial lines*, rather than as separate roads; and secondly, to discriminate the Cincinnati lines, by taking all those which proceed *directly* from the city, however long, and no others. In this relation the New York lines terminate at Cleveland, the Philadelphia line at Pittsburgh, the Baltimore lines at Wheeling; the North line direct at Sandusky, the North-West line at Chicago, the West line at St. Louis, the South-West line at Nashville, the direct South line at Pensacola, and the South-Eastern lines at Savannah, Charleston, and Norfolk. These make ten or twelve direct *commercial radii*, of which five are now complete, or on which there are railway communications; on two others, and the most important, four-fifths of the work is done, and for the others charters have been granted and considerable subscriptions made. In the following Table will be found an account of each line and road, with the parts complete and incomplete, as well as all the collateral and branch routes, which modify these general lines.

TABLE *of the Railway Lines leading directly from, or to, Cincinnati, and distinguishing those parts which are complete or incomplete.*

1. East Line, New York and Boston, via Cleveland.	Finished Miles.	Unfi'd Miles.
Little Miami Railroad................	64	none.
Xenia and Columbus R. R.	54	"
Cinc. Columbus, and Cleveland R. R.	135	"
Aggregate,....	253	
2. East Line, Philadelphia, via Pittsburgh.		
As above, to Crestline..............	178	"
Ohio and Penn. R. R. to Pittsburgh..	187	"
Aggregate......	365	
3. East Line, Philadelphia, via Lancaster.		
Little Miami R. R..................	36	"
Wilmington and Zanesville R. R.....	136	"
Ohio Central R. R..................	86	"
Hempfield R. R....................	—	73
Pennsylvania R. R.................	322	none.
Aggregate.....	653	
4. East Line, Philadelphia, via Marietta.		
Little Miami R. R..................	23	"
Pittsburgh R. R....................	15	"
Cincinnnati and Marietta R. R.......	75	145
Hempfield R. R....................	—	73
Pennsylvania R. R.................	332	none.
Aggregate.....	653	
5. East Line, Baltimore.		
Ohio Central R. R.	141	none.
Little Miami and Xenia..............	118	"
Baltimore and Ohio R. R............	380	"
Aggregate.....	639	
6. East Line, via Baltimore, via Marietta.		
Cincinnati and Marietta..............	113	75
North-Western (Va.) R. R..........	—	120
Baltimore and Ohio.................	280	
Aggregate.....	588	
7. North Line, Sandusky.		
Cincinnati, Hamilton and Dayton R. R.	60	none.
Mad River B. R....................	153	"
Aggregate.....	213	
8. North Line, Toledo.		
Cincinnati, Hamilton and Dayton R. R.	60	"
Dayton and Michigan R. R..........	28	112
Aggregate.....	200	

9. North-West Line, Chicago.

Cincinnati and Hamilton R. R.	25	none.
Hamilton and Eaton R. R.	37	“
Cincinnati and Chicago R. R.	40	152
Aggregate	254	

10. North-Western Line, Chicago, as now run.

Cincinnati and Indianapolis R. R.	110	none.
Indianapolis and Lafayette R. R.	64	“
New Albany and Salem R. R.	84	“
Michigan Central R. R.	50	“
Aggregate	308	

11. West Line, St. Louis, direct.

Ohio and Mississippi R. R.	232	103
Aggregate	335	

12. West Line, St. Louis, indirect.

Cincinnati and Indianapolis R. R.	110	none.
Terre Haute and Richmond R. R.	73	“
Terrehaute and Alton R. R.	70	120
Aggregate	373	

13. South-West Line, via Cairo, (Ill.)

Ohio and Mississippi R. R.	167	103
Illinois Central R. R.	120	none.
Ohio and Mobile R. R.	102	“
Aggregate to Mobile	870	

14. South-West Line to Nashville and Memphis.

Covington and Lexington R. R.	96	none.
Lexington and Danville R. R.		36
Cincinnati and Nashville R. R.		170
Nashville and Memphis R. R.		215
Aggregate	517	

15. South Line, direct; McMinville and Pensacola.

Cincinnati, Lexington, and Danville	96	36
South Western R. R.	—	163
McMinville, via Manchester to Montevollo	—	189
Selma and Montevollo R. R.	56	—
Selma to Pensacola	—	140
Aggregate	680	

16. South-East Line to Savannah, via Knoxville.

Cincinnati to Danville R. R.	96	36
Kentucky Union R. R.	—	90
Cincinnati and Cumberland Gap R. R.	—	30
East Tennessee and Virginia R. R.	—	40
East Tennessee and Georgia R. R.	110	none.
Western and Atlantic R. R.	100	“
Macon and Western R. R.	101	“
Central Georgia R. R.	191	“
Aggregate	794	

17. South-East Line to Charleston, via Knoxville.

Cincinnati to Danville	96	36
Kentucky Union R. R.	—	90
East Tennessee and Kentucky R. R.	—	90
Blue Ridge R. R.	—	170
Greenville and Columbia R. R.	127	none.
Columbia and Charleston R. R.	62	“
Aggregate	671	

18. South East Line to Charleston, via Augusta, Ga.

Same as No. 16, to Atlanta	306	196
Georgia R. R.	171	none.
South Carolina R. R.	137	“
Aggregate	810	

19. South-East Line to Richmond, via Guyandotte.

Cincinnati and Marietta R. R.	75	45
Gallipolis and Jackson R. R.	—	35
Covington and Ohio R. R.	—	180
Virginia Central R. R.	138	60
Aggregate	533	

20. South-East Line to Lynchburgh, Va.

Cincinnati to East Tennessee, on Virginia R. R., via No. 16	96	156
East Tennessee and Virginia R. R.	—	130
Virginia and East Tennessee R. R.	135	70
Aggregate	587	

21. Auxiliary Lines in the East and North-East.

Hillsborough R. R.	37	100
Cleveland, Cincinnati and Zanesville R. R.	61	51
Pittsburgh, Maysville and Cincinnati R. R.	—	110
Pittsburgh, Steubenville and Cincinnati R. R.	56	80
Springfield and Mount Vernon R. R.	50	70
Springfield and London R. R.	20	—

22. Auxiliary Northern Lines.

Springfield Branch Little Miami R. R.	20	none.
Findlay Branch of ——Road	15	“
Greenville and Miami R. R.	37	

23. Auxiliary Lines in the North-West.

Dayton and Western R. R.	46	none.
Newcastle and Richmond R. R.	28	“
Indiana Central R. R.	108	

24. Auxiliary Lines South-West. “

Madison R. R., (Ind.)	87	“
Shelbyville Lateral R. R., (Ind.)	16	“
Jeffersonville R. R.	77	“
New Albany and Salem (South)	51	“

25. Auxiliary Lines South.

Atlanta and West Point R. R	87	“
West Point and Montgomery R. R.	88	“
Kingston and Rome, (Ga.)	19	“
Nashville, Chattanooga and Dalton	189	“

TABLE. *Summary of Railways included in the above table—excluding all those which are repeated;—so as to give the whole aggregate of Railways complete, or in progress, which lead directly to and from Cincinnati, with their immediate Branches.*

	Complete Miles.	Incomplete Miles.
No. 1	253	—
No. 2	187	—
No. 3	222	73
No. 4	412	145
No. 5	435	—
No. 6	318	120
No. 7	213	—
No. 8	28	112
No. 9	37	192
No. 10	308	—
No. 11	232	103
No. 12	253	120
No. 13	222	435
No. 14	96	431
No. 15	56	492
No. 16	502	160
No. 17	189	260
No. 18	308	—
No. 19	138	275
No. 20	135	200
No. 21	219	411
No. 22	72	—
No. 23	182	—
No. 24	231	—
No. 25	383	—
Aggregate	5,631	3,529

NOTE—The differences between this table and the one above, are caused by leaving out the Lines once mentioned from the subsequent aggregate.

EXPLANATION AND RESULTS OF THE ABOVE TABLE.

1. It appears that there are either finished or in progress, twenty Radial Lines of Railways from Cincinnati, which comprehend in all no less than *Nine Thousand miles of Railway;* of which two-thirds are finished, in miles; and of the remainder a large portion is in rapid progress. Only two or three of the connecting links in the South-West being uncertain as to the time of their completion.

In this statement are included no indirect or transverse lines, except only the legitimately auxiliary roads enumerated under the last five heads. For example, we have not continued the northern lines beyond Cleveland, nor included any of the Southern roads which do not lead directly from Cincinnati to southern parts. It will be seen, that the railway system of Cincinnati is far greater in extent and variety than that of any other city, whatever, when they are enumerated on the same principle—that of including only the direct lines to and from, and their necessary auxiliaries.

2. The above tables show conclusively what railways are now most necessary in order to accomplish the greatest results. Thus, let the following lines be completed, and see the results, viz:

Ohio and Mississippi R. R.	103 miles.
Lexington and Danville R. R.	36 "
Kentucky Union R. R.	90 "
Cincinnati and Cumberland Gap R.R.	30 "
East Tennessee and Virginia R. R.	40 "

The completion of these roads, amounting; in all, to less than three hundred miles, would accomplish the following remarkable remarkable results:

1. A complete and direct line of railway between Cincinnati and St. Louis, commanding by necessity the direct Railway trade of the West, and bringing to Cincinnati, on the completion of the Ohio and Mobile R. R., all the trade of the South-West which turns to the East or is concerned with manufactures.

A complete railway route to Savannah, Georgia, (route 16)—traversing the heart of Georgia, and connecting Cincinnati with the entire Railway system of the South.

3. A complete railway route (No. 18) to Charleston, (S. C.) via Augusta, (Ga.) which would connect Cincinnati with the railways of South and North Carolina.

4. A direct connection with the important, and to Cincinnati invaluable Mining District of East Tennessee and South-Western Virginia.

Thus by 196 miles of new railway, as estimated in the tables, Cincinnati will be connected directly with Knoxville, (Tenn.) Savannah, Macon, and Augusta, (Ga.) Charleston and Columbia, (S. C.) Wilmington and Raleigh, (N. C.) and with 2,000 miles of railway with which we have now no connection. In doing this, Cincinnati will obtain the exclusive *commercial command* of at least 100,000 square miles of country in the South and South-East, which has heretofore been chiefly supplied with manufactures from the East, carried to the Southern seaports by water. As we have remarked elsewhere, these articles cannot be transshipped from these seaports, and transported a considerable distance into the interior, in competition with those from an interior city having a direct railway communication. The completion of the lines of railway to the Southern cities would, according to the laws of trade—as heretofore developed in railway experience—give Cincinnati a large and valuable commerce, not merely with Kentucky, Tennessee, and Western Virginia, but even to points in the center of Georgia, South and North Carolina.

The importance and value of the railway connections between the Western and Southern systems of railways cannot be over-rated for Cincinnati. In the advantages of that connection, she will stand without a competitor. She will be at once the metropolis of an interior country, sufficient to support and give employment to the population of an empire.

In view of the magnitude of this subject, the cityzens of Cincinnati have recently made handsome subscriptions to the stock of the Lexington and Danville Railroad Company. This link is, it is true, not a large one, but is greatly important, as constituting one part of the connection of which we speak. The most important, and the most difficult part of what remains to be done, is to construct that part of the Southern line which lies between Danville, or some other point which may be judged best, on the Covington and Lexington Railroad, and the State line of Tennessee, in the direction of Knoxville. For the purpose of this connection, the State of Kentucky granted the charter of the Union Railway Company; but nothing has been done beyond the point of organization. This link, it is believed, will not exceed 90 miles in length, and is over a practicable route. On the Tennessee side such charters exist, and such subscriptions made by counties and individuals, as will, it is believed, with the State aid, secure the contruction part, at any time, when the line can be made through Kentucky.

In viewing this matter in all its aspects, we believe, that the immense results to flow from this connection extend not merely to the city of Cincinnati, but to all the people, and especially to the agricultural and railway interests, in the interior of Ohio; and we must believe and hope, that a united effort will soon be made to complete a work of commercial and public advantage, incalculable in value and co-extensive with the wide area of the West and South. On the East, the *Cincinnati and Marietta*, and the *Wilmington and Zanesville* lines, penetrating a mineral region, the nearest to Cincinnati and the best for the supply of Coal and Iron, will, we have reason to believe, be speedily completed.

On the North, the *Dayton and Michigan Railroad*, to connect Cincinnati with Toledo, on a direct line, is progressing under favorable circumstances.

In the North-West, the direct Chicago line, through Logansport, Ind., has, we are informed, made such financial arrangement, as will enable it to progress towards completion.

In the extreme South-West a work of immense magnitude, and to Cincinnati of great value, is steadily advancing, and has, we believe, at this time two hundred miles in running order. We mean the *Mobile and Ohio Railroad*, which traversing four States in the South-West, will terminate near the mouth of the Ohio, and thence be connected with the *Ohio and Mississippi Railroad*, by the *Illinois Central*. By this route it will be 870 miles to Mobile, while by the water route it is 1650. The South-Western route, direct through Nashville, will diminish this distance to within 800 miles.

In this review we have purposely omitted several unfinished lines of railway in our own neighborhood, which, however useful they may be, in themselves do not form a part of the new and extended lines of commerce, to which we have here specially referred.

The summary of this review is that Cincinnati now has 6,000, and within a very short time will have *full ten thousand miles of railway*, which fall immediately within the circumference of her commerce. Of this vast chain of radiating and connected railways, interpenetrating the whole country, from the mountains to the Mississippi, and from the basin of the Lakes to the Gulf of Mexico, eight thousand miles lead *directly to and from this city;* and the other two thousand are directly auxiliary to the other. They constitute, as we have shown in the above tables, no less than TWENTY COMMERCIAL RADII, diverging from this central city to every point of the compass, penetrating thirteen States, and uniting various latitudes, and furnishing the means for the interchange of various products. When we consider, that this is united to fifteen thousand miles of navigable waters, we know not what town in America can present greater commercial advantages. It is true that New York looks out upon the ocean, and that the ocean connects it with other continents; but New York cannot compare with Cincinnati in the number of commercial *radii* on this continent, nor has she any such means by railways and rivers of diffusing the products of her industry through the immense interior of the United States. Some of the cities in the West have facilities of the same kind, but not to the same extent, nor have they such an area of country to deal with within their own uncompeted limits.

The Future of Cincinnati Commerce.

In the previous parts of this article we have then proved, by authentic facts, the following positions:

1. That the Site of Cincinnati, in its position, extent, and convenience, has superior facilities for the accommodation of its inhabitants, and the facilities of commerce.

2. That it is Central to an immense area of country, exceeding 200,000 square miles, and greater than that which now directly contributes to the support of any other large American city.

3. That the Radial Lines of commerce from Cincinnati to the Ocean Ports are in the average shorter than those of any other large interior town.

4. That corresponding with these facts, the Growth of Cincinnati has been more rapid than that of any other city of its magnitude in America.

5. That the Agricultural Production, within a given distance from Cincinnati, exceeds that within the same distance of any other town in the Mississippi Valley.

6. That the Growth of Manufactures in Cincinnati has exceeded that of any other town, and has within a few years increased at a more rapid rate, than in any previous period.

7. That the Progress of Commerce and Navigation has kept pace with the growth and production of the city.

8. That the Railway System, centering at Cincinnati, is already greater, and when but two or three connecting links are made, will be vastly greater than that which will be concentrated on any one point, constituting *radiating lines* to all that immense circumference which includes the trade of Cincinnati.

Here we might stop with this exhibition of all the elements which can make a city of primary magnitude, wealth, and consequence. But we desire to exhibit some facts, which give reason to believe that the growth of Cincinnati for many years to come will be equally, if not more rapid, than it has ever been.

1. It will be noted, that the *ratio* of growth in Cincinnati for the decade between 1840 and 1850 was much greater than for the previous decade; proving conclusively that the increase of magnitude had not diminished the *ratio* of growth. This *ratio* was very nearly equal to the average for the whole period of its existence; and that *average* was greater than that of any other city, even New York, in America.

2. We have shown (Art. I) that the area included within the natural commerce of Cincinnati was 220,000 square miles. On that area the population is not now more than 30 to a square mile, a large part of it in Kentucky, and Virginia being yet wholly uncultivated. The density of Ohio is 50 to a square mile, and is rapidly increasing. That of Massachusetts is 127. On this fertile territory, therefore, it is easy to see, that in the course of twenty or thirty years the density of the whole area of 220,000 square miles will be at least 60, or some thirteen millions of inhabitants, half the present population of the United States. This will require a metropolitan city of at least half a million of inhabitants; but if it were to have the same population as New York and Philadelphia now bear to the country which trades with them, it would be even larger than they now are.

3. Another cause, and a most forcible one, of future growth to Cincinnati, is found in the extension given by the area of commerce by a connection with the Southern railways. In Art. III we showed, that there was in the South and South-East an immense territory, which has heretofore been supplied from the sea-board with articles of manufacture and merchandize, which by railways would be brought within the exclusive commercial control of Cincinnati. The addition thus made to the commercial territory would be half of Georgia and the Carolinas, and one third of Alabama, Tennessee, and South-Western Virginia, a territory comprising 80,000 square miles. This would be an entire addition to the present commercial area of the city, and in it she would have no competitor. In the article on Railways we have shown, that less than 300 miles of additional railway in Kentucky and Tennessee would make this entire addition. In fact, the connection between Lexington and Knoxville alone would accomplish it. Contemplating the value and magnitude of such a result, we cannot doubt that it will be speedily accomplished; and when done, it will at once afford business and support to at least one hundred thousand people,—more than the city will have without it.

4. Great and important as is the last fact, in considering the future growth of Cincinnati, it is perhaps of less importance than another, which we shall now mention. This is the future Development of the Mineral Region around Cincinnati. The past experience of this city, as well as that of Philadelphia, proves that it is not at all necessary that a city should be *in* a mining region, in order to derive advantage from the row material used in manufactures. But it is necessary that such a city should be comparatively near, and have commercial facilities of transportation to such a mining region. In this respect Cincinnati is almost unrivalled, and it is this fact which has made her what she is as a manufacturing place. The advantages which Cincinnati has as a manufacturing place, she has hardly more than begun to enjoy. This will appear from certain geological facts, stated by geologists who have made personal examinations of the surrounding country.

From the summits of the Alleghany and Cumberland mountains, southward for hundreds of miles, the whole country is underlaid with coal, forming a part of the great central coal basin. In Ohio it extends nearly to the Scioto River. It comprehends Western Virginia, Eastern Kentucky, and East Tennessee. Within easy reach of Cincinnati by railway there must be at least 40,000 square miles of coal-strata, three times the amount possessed by Great Britain. These coal-beds crop out in thousands of of places, so as to be convenient for the common fuel of the people, while in numerous places the coal lies in thick strata, intersected by various railways now constructing, and enumerated in the foregoing tables. Over thousands of miles the beds of coal are interstratified with Iron, in quantities sufficient to supply the demands of manufactures through countless ages. Already between sixty and seventy furnaces, in South-Eastern Ohio and Eastern Kentucky, are actively and profitably engaged in supplying iron, chiefly for Cincinnati. The demand for this article is so constant and so increasing, that many new furnaces are now erecting on the lines of the new railways. On the other hand, the demand for coal at Cincinnati, to manufacture the raw iron into castings and machinery, is so great, that in the last six or eight years the consumption of that article has increased fourfold, and our citizens are looking forward with great interest to the time, when the railways, by moving coal at all seasons of the year, will make the supply of this important product certain and uniform.

Passing further into the South-East, we find the mountain country of East Tennessee, South-Eastern Kentucky, and South-Western Virginia, filled with the most valuable mineral productions; some of which are the only ones necessary to perfect the machinery and manufactures of Cincinnati. In that region are not only coal and iron, in inexhaustible quantities, but also copper and zinc; two metals, in modern manufactures, of inestimable value. From the copper mines of East Tennessee, millions of pounds of copper have already been carried to Savannah, (Ga.) and shipped thence to the manufacturers of the East. From these mines to Cincinnati is a much less distance, by railway, than to Savannah and Charleston, and less than half the distance from Cincinnati to the mines of Lake Superior, or from the latter to the nearest Eastern manufacturers. Hence, the manufacture of all wares involving copper, will, at Cincinnati, have a double advantage over all others, for the supply of the whole interior of the West and South. She will obtain the raw material cheaper, and she will transport the manufactured article to the consumer cheaper. The same is true of the entire iron manufacture, which in the West can be carried on far cheaper than anywhere on the Atlantic. It is estimated, that when the railway is completed to Knoxville, iron can be obtained at Cincinnati, from East Tennessee, cheaper than from any other quarter. We now bring iron from Tennessee, and even from Georgia. The iron men of East Tennessee make iron at the prime cost of $10 00 per ton—carry it down the Tennessee, and up the Ohio, and sell it in Cincinnati at a profit. It is estimated that iron may be brought from these furnaces by railway, at $5 00 per ton, and sold in Cincinnati for $15 00; thus cheapening the raw material to the manufacturer below any price which can possibly rule in the Atlantic States; and affording Cincinnati, if she should avail herself of these advantages, a substantial monopoly of the iron manufacture for millions of people.

Nor is this all. Zinc, lead, and marble are found in East Tennessee. and salt water, stronger than any in the United States, is found in South-Western Virginia. In fine, the opening of the railways to East Tennessee would furnish Cincinnati immediately with inexhaustible quantities, at the cheapest rates, of all the raw materials needed in any of the arts, and place her artisans beyond the power of competition from any quarter whatever.

McGregor has said, in his statistics, that the power of Great Britain lies in her mineral resources. It is these which create the fire of her furnaces, move her looms, and whirl her spindles. It is these which have built her ships, and furnished the materials of commerce. It is these which have enabled her people to buy food, when their own was deficient. It is these, united with indomitable industry, which have made them a great and mighty nation. But all these, the valley of the Ohio has, in far greater proportion, than Great Britain; and Cincinnati has more than London. What, then, is to arrest its growth? With thousands of miles of navigation; with thousands of miles of railway; with radial lines of commerce greater than those to any other city; with the commercial command of 300,000 square miles of territory, (including that brought in by the Southern Railway;) with an indomitable industry; with mineral resources, such as no other city has had; and with all the instruction of science, education, and commerce, what, except the special interference of Providence, can arrest the growth and prosperity of Cincinnati?

Trade and Commerce of Cincinnati.

We shall now proceed to give a general review of the commerce of this port for the commercial year ending August 31, 1855:

At the close of the previous year, black, portentous clouds were distinctly visible in the horizon of the commercial and financial world, and business men looked to the future with gloomy forebodings; the past had been far from encouraging, and the future was, as the sequel proved, still more dark; but, as that portion of the night just before day is the darkest, so has it been in the night of disaster and commercial storm which has swept over the country; before which all had to bend—and many, in bending, broke. In the disasters with which the commerce of the country had to contend, during the last two years, it was not to be expected but that our own city, occupying, as she does, a prominent position amongst the leading commercial marts of the Union, should deeply participate. That over-trading, and the railway mania, which was so marked and general for some years throughout the country, was the primary cause of the financial embarrassments and commercial disasters above referred to, there can be no doubt; but that the failure of the crops throughout the Union, in 1854, urged on the difficulties to their climax, is equally certain. In order to place their business in as safe a position as possible, and, if practicable, to prevent it from shipwreck, business men contracted their operations, at once, within as circumscribed limits as possible; credits were in many cases suspended, and in all cases revised and shortened; importations of foreign goods fell off largely at the Eastern cities, and the Western merchants, finding that the failure of the crops would place the balance of trade against them, largely, bought from the East sparingly, and with great caution; so that the general trade of the country has fallen off amazingly within the year just closed; and in this falling off Cincinnati has participated to a great extent, but not as largely as was generally anticipated.

Early in the Fall it was generally conceded that the crops had failed, and that probably not over half an average of wheat, oats and corn had been gathered, throughout the leading agricultural States of the Union. This conviction, together with the previous embarrassments under which the finances of the country were laboring, induced the banks to reduce their circulation as quickly, and as much as possible; and in this, having no regular banks of issue of consequence, but depending upon foreign bank paper chiefly to supply the demands of her commerce, Cincinnati suffered severely.

Private bankers, for some years, and up to the first of last October, done the great amount of what may be termed the banking business of this city; some two or three of them the greater proportion of the deposit business, thereby controlling the merchants' balances, for which the bankers paid interest at the rate of six per cent. per annum, and made loans at rates ranging from 12 to 50 per cent. Railway corporations, in the previous year, which had their works in course of construction, experienced a pressing want of funds, and having in the first place been refused in the foreign markets, and subsequently in the East, entered into a system of borrowing in the West, by hypothecating their stocks, and paying enormous rates of discount, ranging from twenty-four to fifty per cent. per annum, for what they termed temporary loans. These rates appeared so tempting, and the security being deemed good, our bankers, doing the discount and deposit business, were induced to lend the merchants' balances entrusted to them to these railway men; and when the business men called for their balances they were not to be had, and the consequence was, that a general crash ensued, and the private banking business was so completely overwhelmed that Third street, the great head-quarters of bankers and brokers, became like a

"Banquet hall deserted."

With the month of November, came the approach of the business season, but hundreds of business men found themselves unable to do any thing; their money was locked up in the assets of the broken banks, and those who had been enjoying a line of discounts with the banking houses had them suddenly and completely stopped; thus the first of December found our merchants and manufacturers without any bank accommodations whatever; and fully three millions of their active cash capital placed entirely from under their control. This was, undoubtedly, a most unenviable position for a great commercial mart like our's to be placed in, and well calculated to make the stoutest heart quail: but with that energy and perseverance, which have always characterized our manufacturers and our merchants, they pressed on in the best manner possible; assisted each other when it was in their power, and passed through the ordeal manfully and successfully, and though far less business has been done, what was done has been more profitable.

The year has been a remarkable one, in various ways. At its commencement, commercial confidence had almost disappeared, and every man became afraid of his fellow. Banks, merchants manufacturers, and all kinds of business men, were looked upon with suspicion; bankruptcy at the East, at the West, at the North, and at the South prevailed; failures of a startling magnitude were continually announced blasting whatever hope remained with those who still continued to ride against the storm. This was the state of matters in the fall of 1854; but a few months rolled on, and confidence became gradually restored; the seed time and the Harvest came, and the result was, that the great disposer of all things blessed the Republic with the most luxuriant vegetation and the most abundant harvest ever gathered, and the close of the year finds confidence fully restored; every man looking out upon the bright future full of hope, and anticipating a rich reward. The year has also been remarkable in other ways. The profits realized by our importing grocery houses have been enormous. In no year in the history of our city has this department of trade paid over half as well. The provision business has likewise paid large profits, leaving those engaged in it with a largely increased capital to prosecute the business of the coming season efficiently and exstensively. We have before stated that we have no Banks of issue of consequence, and the result is, that we have but little Bank accommodation, but with the experience of the last winter before them, our business men have been very cautious in seeking for, and much more so in depending upon Bank accommodation; they have not looked for it, and have learned to do without it, and there are now scores of our heaviest business houses who have not offered any local paper for discount during the last nine months, and do not make any calculation upon such in the future. We feel satisfied in saying that there is not a commercial city in this or any other country, of even half the importance of Cincinnati, placed in such a position; with a population of two hundred thousand, and a commerce amounting to one hundred and fifty millions a year, Cincinnati has, perhaps, two millions of banking capital, and the two-thirds of this owned by what may be termed private bankers; and yet we have, unaided by the artificial means of banks, carried on our business energetically and successfully.

We have before stated that a large falling off in our business was considered inevitable, owing to the great depression and disasters in trade, but such has not been the case; on the contrary, a considerable increase has taken place in our imports, while the decrease is confined to our exports, which is chiefly to be attributed to the failure of the crops in 1854. In our foreign imports there is a deficiency, but this is the case in all the leading cities: the falling off in importations of foreign goods at New York alone, from the first of January to the first of September, 1855, is nearly thirty-eight millions dollars; being nearly one-third of the entire value of the imports of the previous year.

Below will be found a table, showing the total amount of the value of foreign imports at this port for each month in the last two years, ending the 30th June, with the duties paid.

	1853-4.		1854-5.	
	Value.	Duty Paid.	Value.	Duty Paid.
July.....	$63,807 00	$21,036 25	$12,146 00	$3,096 80
August..	70,178 63	20,910 77	22,539 00	7,512 85
Sept'r ...	136,171 95	41,871 36	47,130 00	18,107 65
Oct'r	70,913 00	23.154 67	17,794 00	6,013 04
Nov'r....	74,092 00	23,049 55	5,976 00	1,575 35
Dec'r	112,460 00	33,013 45	9,783 00	2,933 00
Jan'y....	79,240 00	24,034 75	42,543 00	13,176 83
Feb'y....	17,127 00	5,269 75	18,645 00	5,726 80
March ...	65,523 00	19,160 95	30,064 00	11,836 50
April	28,137 00	8,753 80	32,384 00	9,700 55
May	139,638 00	41.641 05	74,522 00	23,520 35
June	82,444 00	26,158 90	13,943 00	4,169 60
	$939,751 58	288,055 30	327,569 00	107,309 33

The above table shows that the falling off in the imports of foreign goods, for the year ending 30th June last, as compared with the previous year, has been about one-third, and is about the same, in proportion, as it has been at New York.

The following tables show what has been the increase and decrease in the leading articles imported and exported:

Exports.

Artic.es.	Incr'se	Decr'se
	Dollars	Dollars
Apples..br's		6,009
Alcohol. "	217,791	
Beef..... "		49,778
do ....tcs	119,263	
Butter ..brls		65,710
do ..kgs		149,794
Bagging pcs		10,000
Corn.... bus	51,000	
C'n Meal bls	7,000	
Cheese.. bxs		116,355
Cattle..head	217,850	
Cotton.bales		223,211
Coffee ...sks	4,091	
Flour... brls		472,402
Feathers.sks		40,062
Grease		91,083
Grass s'd brls		98,345
Hay....bales	13,456	
Hemp..bales		14,000
Hides.... ℔s	4,500	
do .... no		23,000
Iron .... pcs	363,474	
do .... tns		567,810
Lard ... brls		208,636
do ... kgs		90,757
Lard Oil brls	84,122	
Lins'd " brls		37,240
Molasses "	35,000	
Oil Cake tns		6,000
Oats..... sks	49,000	
Potatoes brls	24,000	
P'k & Bacon hhds	185,000	
do brls		100,000
do bxs	120,000	
do Bulk ℔s		40,000
Rope & T'ne		48,000
Soap .... bxs		13,000
Sugar	25,429	
Flaxseed bls		8,000
Mdse...pkgs		2331,430
do .... tns		2386,807
Liquors brls		800,000
Manuf're pcs		150,000
Produce pks		160,000
Starch ...bxs		15,000
Tobacco kgs & bxs		75,000
do ..hds		340,000
Whisky brls	925,716	
Castings pcs		500,000
do tons		94,000

Imports.

Artic's	Incrse.	Decrse
	Dollars	Dollars
Ap's bls		21,535
B'f trcs	73,408	
Ba'y bu	64,926	
Beans "	21,600	
But'rbls		373,328
do f&ks		61,258
Corn bu	296,172	
Che bxs		99,769
Cotn ba		303,351
Cffe sks	601,234	
Fl'r brls	100,477	
Fe's sks	79,868	
Fish brs		63,977
Hmp ba		153,337
Hay ba	52,412	
Hogs...		661,400
Iron ps	200,779	
do tns		845,280
Lard bls		372,706
Liq'r hd		102,780
M'se pk	4635,240	
do tns		1568,140
Mol's br		85,307
Oats bus	48,577	
P'k & Bf		227,052
do trcs	86,152	
do brls	68,246	
B'lk Prk		375,203
Pg Mtl t		950,850
Rye bus	35,223	
Rice tcs	62,184	
Sugar hs		613,565
Salt sck	21,874	
do brl		68,000
Tea pkg	247,295	
To'co hs		255,226
do bx		107,125
Wine, bl & qr cks		107,320
Wine... bks & bs		42,768
Wh't bu	148,945	
W'ky bs	984,036	
Lum'r ft		300,000
Coal bu	53,130	

The total value of the imports at this port, for the year ending August 31, 1855, is $67,095,741, against $66,549,856 the year previous, being an increase in favor of the past year of $545,885; this increase is owing to the increase in the value of the goods imported, and not to any increase in the quantity.

Compared with the falling off in the regular trade of the other leading cities of the country, the above exhibit is quite favorable, and shows that the energy and vitality of our city are unabated, and it is to these may be attributed the fact that our commerce has not been as badly crushed by the commercial storms which have devastated the trade of the Union, during the last year or two, as has that of other leading cities.

And while the contraction of business has diminished our trade, it has added now energy and increased the stability of our commerce and manufactures. The number of buildings which have been erected during the past year has not been as great as in former years; but the value of those which have been erected is vastly greater than in any former year. Whole blocks of buildings have been erected on Fourth, Walnut, Pearl, and Main streets, for business purposes, which, in point of grandeur and costliness, far exceed any which have been hitherto erected in the city. And, in addition to these, hundreds of costly and splendid private residences have been built in various sections of the city, costing from twenty-five to seventy thousand dollars each, fully coming up, in beauty and architectural grandeur, to private residences in any other city in the Union, all going to show clearly and unequivocally, that the extraordinary progress of our city still continues, and that the temporary check which it experienced during the late financial and commercial disasters, has only tended to add solidity to her prosperity, and furnished a guarantee of her future greatness.

The manufacturing business of the city has suffered in common with her commerce, but it nevertheless continues to maintain that vitality which has hitherto characterized it, and new departments are continually arising, increasing the comprehensiveness of this great cause of our prosperity. In another place will be found a table showing the new departments of manufactures which have arisen during the past five years, and under the proper heads we shall make a few remarks upon each of them.

We shall now proceed to review the trade of the city under the various heads, during the year, and shall endeavor to be as brief as possible.

BUTTER.

The Summer of 1854 being an excessively dry one, the pasturage throughout the country was entirely parched up, and, a great deficiency in the amount of butter manufactured, was the result; and high prices prevailed during the entire season, for the cows were so much reduced for want of food during the winter, that when the Spring arrived, with fine pasturage, it required the greater portion of the forepart of the Summer to restore them to ordinary strength; and even up to the month of August, the milk continued weak, and yielded but a comparative small amount of butter. The falling off in the receipts of this article, at this place, has been very heavy, as will be seen by the following imports:

	1851-2	**1852-3**	**1853-4**	**1854-5**
Butter, bbls.....	10,203	16,484	16,842	10,185
Butter firkins, ..	13,720	11,331	11,692	7,132

For prime butter in barrels and firkins, the market opened on the first of September last, at 20c. but gradually declined, and reached 16c, at the close of that month; it again advanced to 20c. on the first of October, but soon declined to 18c. at which the market continued quite steady until the first of January, when it declined to 15c.; but, the supply being inadequate to the demand, it advanced to 18c. during the month of February, and to the unusual rate of 28c. toward the close of March; this rate was obtained from the 25th March to the 11th April, when a reaction took place, and before the close of the month, sales were made at 18c. The receipts, again, becoming very light, prices advanced during the first week of May to 25c. and this rate was obtained up to the 16th of that month; it subsequently declined to 18c., and at the close of the month to 14c, at which rate the market was steady up to the 20th June; it then declined to 12c. and the market was dull at this rate, until the first of August, when it advanced to 13c. and then to 16c. at which the market closed firm, with light receipts and a good demand.

COFFEE.

The consumption of this article has largely increased throughout this country and Europe; and, notwithstanding the crop in Brazil was immensely large in 1853-4, it was taken for the United States and Europe, as quick as it arrived at Rio de Janeiro. The consumption in this country increased so rapidly, that, notwithstanding the large importations, the stocks at the leading importing points, kept down quite low, and, consequently, prices were sustained throughout the entire year, with remarkable steadiness. The highest rate obtained for prime Rio was 12½, and the lowest, which was on the 7th February, 10½, but prices kept down to this rate only for a brief period, and before the close of March had reached 12, the market being quite steady up to the middle of August, at 11½@11¾, but, about the first of September, they advanced to 12¼, at which the market closed, quiet, but firm.

The imports of Rio Coffee at this port, for six years, were as follows:

1849-50	bags,	67,170	1852-3	bags,	109,138
1850-51	"	91,177	1853-4	"	91,425
1851-52	"	95,732	1854-5	"	114,113

The exports in the same years were as follows:

1849-50	bags,	22,030	1852-3	bags,	67,122
1850-51	"	38,158	1853-4	"	48,634
1851-52	"	43,654	1854-5	"	42,283

The stock of Coffee on the 31st of August, in this market, was larger than it has been for several years; for it will be seen that while the imports largely increased during the last year, as compared with the previous year, the exports decreased.

The following statistics of the trade in Coffee, at Rio Janeiro, will show the extent, and the large increase in the crop in that country, in 1853-4.

Exports of Coffee to the United States from Rio de Janeiro from the 1st of May, 1854, to the 1st of May 1855.

To New Orleans....................bags	231,299
New York........................	216,385
Baltimore........................	208,081
Philadelphia.....................	92,896
Boston...........................	15,049
Charleston.......................	8,320
Various other ports..............	31,544
Total to United States in 1854-'55.......	893,774
Do do 1853-'54.......	788,043
Do do 1852-'53.......	1,066,311
Increase of exports from Rio to United States this year compared with 1853 and 1854....................bags	105,731
Decrease of exports, ditto, 1853-'54.....	172,537

Total exports of Rio to all parts of the world:
From 1st May, '54, to 1st May, '55, bags 2,180,044

From 1st May, '53, to 1st May, '54....	1,599,928
From 1st May, '52, to 1st May, '53....	1,968,625

Estimated stock of Coffee on hand at Rio, 1st May, 1855....................	100,000

The following shows the increase in the consumption of Coffee in the United States:

Sales for consumption in the United States in 1852 and 1853..................	966,000
Sales for consumption in the United States in 1853 and 1854..................	775,043
Sales for consumption in the United States in 1854 and 1855..................	896,274
Increase of sales for consumption this year compared with 1852 and 1853........	30,274
Increase of sales for consumption this year compared with 1853 and 1854........	121,231

Cheese.

Since the opening of Railway communication between the North-eastern portion of this State and New York, the imports of Cheese at this point have gradually diminished; New York having become our competitor for the trade. The imports increased with great rapidity up to the close of the year 1851-2, when they reached their culminating point, and since then they have been gradually decreasing; the large decrease last year, however, is chiefly owing to the great falling off in the amount manufactured, consequent upon the drought of the Summer of 1854.

The market has been remarkably steady; opening on the first of September at 10c. and this was the current rate up to the 16th of last May, when new Cheese commenced arriving, and prices declined to 8½, and subsequently to 8, which was the current rate up to the first August, when 8½ was obtained, and at this rate the market closed steady, the supplies continuing as they had been during the entire season, quite moderate.

The imports for six years were as follows:

1849–50,	boxes	165,940	1852-3,	boxes	212,337
1850–51	"	205,444	1853–4	"	216,892
1851–52	"	241,753	1854–5	"	183,379

The exports for the corresponding years were as follows:—

	boxes.
1849-'50......................	86,902
1850-'51......................	121,755
1851-,52......................	150,689
1852-'53......................	143,056
1853-'54......................	139,728
1854-'55......................	102,352

Since the opening of railway communication with the great cheese counties of Ohio, this article reaches this market in good order, and stocks, as in previous years, do not accumulate in the warm months, and the loss by damaged cheese is now comparatively small.

The hateful custom in regard to tares which continues to prevail in this market, and is a positive disgrace to our business character, operates against the cheese business, and enables New York to compete successfully with us in the southern markets. All the cheese put up for the New York market, in Ohio, have to be sold with actual tare for boxes, but for this market a customary tare of ten per cent is allowed, which does not come up to the actual tare by two to four per cent. Our cheese houses ought to abandon this custom at once.

Candles and Soap.

The manufacture of these articles has increased within the last six years with amazing rapidity; the chief increase being in the manufacture of star candles, which now find a market in all southern countries, embracing the West India Islands, where large quantities of Cincinnati manufactured are consumed each year. The total amount of candles exported in 1849-50 was 69,445 boxes, and in 1853-54, the exports had swelled to the enormous amount of 152,068 boxes; last year, owing to the general depression in trade, the exports fell off somewhat, but the check can be but temporary, and the business will soon again resume its heretofore rapid progress.

The manufacture of Star candles, and of those articles growing out of it. namely, Lard Oil and Red Oil as we have already stated, is now carried on very extensively. There are seven large establishments now in this city, engaged in the manufacture of Star Candles, which turned out during the last year. 5,575.280 lbs. Candles, amounting to $1,170,808. These Candles find a market in all warm countries, and in order to give an idea of the extent of the trade, we would say that in addition to the large quantities sold in New Orleans, from whence they are distributed to all the Southern States, to Cuba, Mexico, and South America, shipments of them have been made from this city to Rio de Janeiro, to Valparaiso, to San Francisco, to the Sandwich Islands, and to Libiria and Sierra Leone, in Africa. In the manufacture of these candles, a large quantity of sulphuric acid is used, amounting annually in value to $50,000, and it keeps two establishments employed in the manufacture of it.

The Red Oil which is made in the manufacture of the Candles, has become a most important article of commerce; and large quantities of it are shipped annually, to the East, and to France and England, where it is used for machinery, and in the woolen factories, and for the manufacture of soap.

The manufacture of Soap has become very extensive, and is rapidly on the increase; nearly seven million pounds was manufactured here during the year. This article is now manufactured from Red Oil and Soda Ash, and is far superior to that made a few years ago, when large quantities of Rosin were used.

The market has been remarkable steady during the whole season. Star candles opened at 24, but soon declined to 22; tallow candles opened at 15 per pound, and these continued to be the current rates up to the 1st July, when prices of the former advanced to 24c., at which rate the market continued firm up to the close of the season; the other kind did not advance, and the year closed at 15c.

Soap ranged from 5½ to 6c. for No. 1 and prime during the year.

The exports for the last six years were as follows:

	1849-50	1850-1	1851-2	1852-3	1853-4	1854-5
Soap, b'x's.	7,443	21 553	28,033	37,036	39,645	34.247
Candles "	67,447	113,412	121,727	139,799	152,068	139,191

Flour.

The price of this article, during the year has been enormously high—far above any rate ever obtained for it since it became an article of commerce in the western country. The large foreign demand for breadstuffs, in the Fall and Winter of 1853–4, completely drained the country of all the surplus stocks of Wheat and Flour, and in the Spring of 1854 it was first developed that the supply had been entirely exhausted. The Wheat crop of 1854 having failed, except in a few localities, not only left the Union without any surplus to export, but actually left it without an adequate supply for home consumption, and the result was that prices reached an unprecedented point, before the result of the harvest of 1854 was satisfactorily ascertained. As soon as new Flour came into market, prices declined from $8.25, the current rate on the 1st of September, to $6.70, then to $6.65 and, finally, on the 4th of October, to $6.50. About this time, the fact that the Wheat crop had failed, became generally known, and prices immediately advanced to $7.00, then to $7.15, and suddenly, during the week preceeding the 1st of November, to $8.00. Prices gradually fell back again, until they reached $7.50, on the 6th of December, and ranged from $7.50 to $7.60, during that month; but, in January a decided improvement took place, the opening rates being $7.75, and the closing rate $7,90. In the first week of February prices went up to $8.00, and at the close of the month had reached $8.30; during the first week of March, $8.45 was obtained, but, the following week, they fell back to $8.25, and the subsequent week to $8.20; but the arrivals being exceedingly light during the last week of March, prices again assumed a strong upward tendency, and, on the 4th of April, reached $8,80; and during the week following advanced over one dollar per brl, closing at $9.85, and some sales were made as high as $10.00, being the highest point reached during the year, and this was about the middle of April. These high rates induced shipments from various points on the Illinois River, and the supply being better, prices gradually declined to $9.60 in the first week of May, and finally, to $9.10 at the close of the month, and to $9.00 on the first week of June. The market then became unsettled, and prices advanced to $9.50, then again declined to $9.30, and at the close of June, reached $8.75. The first three weeks of July prices ranged from $8.25 to $8.50.

The first sale of new Flour is reported on the 19th of July at $7.25, and on the 23d it had become quite plenty, and prices declined to $6.75 for new. About this time an active demand from the Lake towns arose, and the weather being wet, rendering it impossible to prepare new wheat for market, prices rapidly advanced, reaching on the 1st of August $7.75; but with increased supplies, soon declined to $7.00, and closed on the 30th of August at $6.00 for superfine.

The following table shows the prices of Superfine Flour, in this Market at the close of each week during the year:

DATE.	Price.	DATE.	Price.	DATE.	Price.	DATE.	rice
Sept. 13	8.25	Dec. 13	7.60	March 14	8.25	June 13	9.50
“ 20	6.70	“ 20	7.50	“ 21	8.20	“ 20	9.30
“ 27	6.65	“ 27	7.60	“ 28	8.30	“ 27	8.75
Oct. 4	6.50	Jan. 3	7.75	April 4	8.80	July 4	8.50
“ 11	7.00	“ 10	7.70	“ 11	9.85	“ 11	8.25
“ 18	6.95	“ 17	7.70	“ 18	9.85	“ 18	8.50
“ 25	7.15	“ 24	7.85	“ 25	9.60	“ 25	6.80
Nov. 1	8.00	“ 31	7.90	May 2	9.50	Aug. 1	7.75
“ 8	7.90	Feb. 7	8.00	“ 9	9.40	“ 8	7.00
“ 15	7.85	“ 14	8.15	“ 16	9.50	“ 15	7.00
“ 22	7.70	“ 21	8.25	“ 23	9.15	“ 22	6.90
“ 29	7.70	“ 28	8.30	“ 30	9.10	“ 29	6.00
Dec. 6	7.50	Mar. 7	8.45	June 6	9,00	Sept. 4	5.85

The following table shows the imports and exports of Flour, at this port for six years, ending on the 31st August each year.

IMPORTS.	*Bbls.*
1849—'50	231,859
1850—'51	482,772
1851—'52	511,042
1852—'53	449,089
1853—'54	427,464
1854—'55	342,762

EXPORTS.	
1849—'50	98,908
1850—'51	390,131
1851—'52	408,211
1852—'53	312,841
1853—'54	332,778
1854—'55	199,276

The cause of the great falling off in the trade last year, it is hardly necessary to say, was the failure of the wheat crop. The imports last year show one important fact; namely, that 143,496 bbls were left for home consumption, showing that the city consumption has been about 2800 bbls each week. This is less than it would have been, were prices down to the usual average rate; as, under ordinary circumstances, the consumption would have been fully one fourth larger, making it 3500 bbls a week. It must be recollected, however, that a district reaching fully five miles beyond the corporate limits of the city, was depending upon this market for its flour during the year, which in ordinary years is not the case; but by allowing for what reached the city by wagons, and which did not come into the exports, the city consumption may safely be set down now at five hundred bbls a day. In no other year, since the records of our commerce have been kept, could, and probably in no other for some time to come, can this calculation be made with as much accuracy as during the past year, because in ordinary years a large quantity of flour comes into the city by wagons, and which is not included in our imports; but last year none of consequence arrived by wagons, because there was none of consequence to come within a distance of the city, from whence it could or would be brought by this mode of conveyance. Assuming the population to be 175,000, this would show the consumption to be a little over nine ounces per day for each individual, and is probably the actual amount consumed.

Corn.

At the opening of the year a great diversity of opinion existed in regard to the extent of the failure in the crop of Indian corn, in this and the adjoining States. The result shows that in Kentucky the failure was decided and general, and that the yield was not much over one fourth an average. In Ohio the crop was probably one half an average. In Indiana five eighths to three fourths an average, and in Illinois fully three fourths of an average crop. In Iowa and Wisconsin a fair crop was realized, but in Missouri the failure was as bad as in Kentucky. Large quantities had to be purchased by the Kentucky farmers, to feed their stock during last spring and the early part of the summer, until the grass grew; and a large quantity was purchased in this market and at Louisville for that purpose. Prices kept up to a high point during the whole year, the lowest point reached being 55 and the highest 80.

The average price for each month given in another place, indicates the course of prices during the year.

The following figures show the imports and exports during the last six years.

IMPORTS.	*Bush.*
1849—'50	649,227
1850—'51	483,195
1851—'52	653,788
1852—'53	723,334
1853—'54	745,455
1854—'55	845,579

EXPORTS.	*Sacks.*
1849—'50	57,248
1850—'51	20,137
1851—'52	51,231
1852—'53	59,132
1853—'54	39,426
1854—'55	64,344

It will be seen that both the imports and exports were larger last year than they were any year previous; notwithstanding the failure, which is owing to the fact that the demand from Kentucky and from various points above, induced large shipments from Northern Indiana to this market, where higher prices were obtained than elsewhere. The indications are that the present growing crop will be the largest ever gathered.

Wheat.

The prices of and state of the market for flour, sufficiently indicates the course of the market, for this article, and therefore, no extended comments are necessary. The lowest price paid for the old crop was $1.25, and the highest $2; but the new crop opened at $1.10 and prices ranged from this up to $1.25 until the close of the season. The wet weather, which prevailed during the wheat harvest, in the northern portion of the Union, has done great injury to the grain by causing it to sprout, and in the northern portion of Indiana, the whole state of Michigan, the northern portion of Ohio, Pennsylvania, and New York, the wheat crop has been generally injured, and from four to five millions bushels of it in these sections, so badly, that it is unfit to make merchantable flour; but in the southern portions of Indiana, all Illinois and Missouri, the southern portion of Ohio, and all Kentucky and Tennessse the crop was secured before the wet weather set in; and on the whole there is, beyond the possibility of a doubt, more sound wheat in the country, the product of last harvest, by one-fifth, than there ever was in any previous year. The grain is good and well-filled, and the yield per acre is far above the average.

The receipts of wheat at this port, since harvest, have been 250,000 bushels, and the exports 170,000 bushels; the greater portion of which went to the Lake towns—Sandusky, Cleveland, and Buffalo; and contracts have been made within the week by millers from Rochester, New York, for 20,000 bushels Kentucky wheat, for the purpose of making prime Genesee flour, the wheat in the valley of the Genessee having all been more or less injured.

Rye.

In common with other kinds of grain, this crop failed in 1854, and consequently prices were unusually high during the season; the lowest price was 80, which was the rate at which it opened in September, but it soon advanced to 1.05, and ranged from $1 to $1.15 up to the middle of April, when it advanced to $1.25 and reached $1.50 on the first of May; this rate was not long sustained, and prices gradually declined until they reached $1.20 about the middle of July. The new crop came into market towards the close of the month, and prices declined at once to 80, and the downward tendency continued until it reached 60. The crop is said to be an average one.

Barley.

This cereal ruled, during the year, pretty much as Rye, and prices were nearly the same. The crop of 1854 failed. This year's crop is barely an average one.

Oats.

The crop of 1854 failed, and was not over three-fourths of an average one, and high rates were obtained during the season up to the month of August, when the new crop reached the market, prices declined from 50 to 25c. per bushel, within ten days, but afterwards advanced, and the market closed at 30c.

Hay.

This crop also failed in 1854, and was not over half an average. Prime Timothy in bales sold from the wharf, in September, at $14 per ton, and gradually declined until it reached $12 in December, and fluctuated from this rate to $15, until the middle of March, when the supplies fell off and prices assumed a strong upward tendency; and on the second of May the current rate was $21. Prices fell back from this to $18; again advanced to $21; this was about the first week of July, but soon after the market became dull, and prices gradually declined, until prime sold at $11.50. It has been clearly ascertained that a large portion of this year's crop has been damaged; and, although the crop previous to its being cut promised to be abundant, yet the amount of sound Hay is, beyond a doubt, not over half an average; and such will command good prices.

Hemp.

Since the commencement of the war in Europe, this article has advanced to very high prices, and instead of 80 to $90 per ton, which used to be the current rates, prices have ranged from $1.25 to $160. This is not a hemp market, properly speaking, yet a large quantity is sold here, and the amount needed by our manufacturers is equal to 6000 bales per annum. In September, prices opened at $150 per ton for prime Missouri and Kentucky, advanced to $155 about the middle of that month, and to $160 towards the latter part of October—this was the current rate until the 17th January when prices suddenly declined to $135, and to $125 in the latter part of the month, fluctuating between this rate and $130, until the last week of April, when it declined to $115. In June it declined to $110, but after this steadily advanced until it reached $150 at the close of August. The crop in Kentucky in 1854 failed, but in Missouri it was a fair one.

The following are the imports and exports at this port for six years:

IMPORTS.	bales.
1849-'50	12,062
1850-'51	13,254
1851-'52	18,334
1852-'53	20,079
1853-'54	11,759
1854-'55	8,671

EXPORTS.	bales.
1849-'50	1,164
1850-'51	3,112
1851-'52	3,617
1852-'53	3,086
1853-'54	6,190
1854-'55	2,918

Iron.

Owing to the extraordinary high rates which were obtained for pig-iron during the years 1853-'54, and the immense profits realized by manufacturers, several new furnaces were built, and the manufacture of the article largely increased: but the extraordinary reaction and reverses which the trade experienced in England, where speculation in Iron had become "epidemic" in 1853, soon reached this country, and the decline was as rapid and as large as had been the advance; and the result was that numerous and heavy failures took place. The market for pig-iron, Ohio river Hot Blast, opened in September at $42, at which it continued steady until the 18th October, when it declined to $40; about the middle of November it declined to $38; on the first of December to $37; on the first of January to $35, and on the first of February to $28; but before the close of the month it advanced to $30, at which the market continued steady until the close of April, when it advanced to $31, and at this rate the market was again steady up to the middle of August, when it advanced to $32, at which the market closed buoyant, holders asking $35.

The following tables show the imports and exports of pig-iron and blooms for six years:

IMPORTS.	Pig-iron.	Blooms.
1849-'50	17,211 tons	2,545
1850-'51	16,110	2,727
1851-'52	22,605	4,038
1852-'53	30,179	3,928
1853-'54	41,807	4,836
1854-'55	26,613	4,599

Molasses.

During the seasons of 1852-'53 and 1853-'54, the importations of this article from Louisiana swelled to a large amount—far above the wants of the trade, and the result was that heavy stocks remained in the hands of our importers from year to year, and heavy losses were sustained by them. The stock of old molasses in this city on the first of September 1854, was not less than 26,000 bbls, and prices reached an extremely low point, so low that several thousand barrels were taken at 15@17c. for distilation, being the first time that this article had been used, in this city, for that purpose. This reduced the stock considerably, and when the new crop arrived, the stock of old did not exceed 4000 barrels. It is proper to remark in this connection that a large portion of that sold for distilling was inferior, and the price obtained for it was two to three cents below the current market rates, from good and prime. Owing to the low stage of water in the Ohio river, the new crop did not come forward until fully six weeks later than usual; the first lot having arrived on the 27th December, and a few barrels were retailed at 24c., though old was offered freely at 20 without finding buyers, except in small lots to supply immediate wants, and it was not until up to the middle of January that the market rate for new crop became fully established, when some large sales were made at 22 to arrive, and 23c for present delivery. About the first of February prices commenced advancing in New Orleans, and it then became apparent that the crop in Louisiana would be a short one, and prices assumed a decided upward tendency in this market, and continued steadily to advance until they reached 40c. at the close of August. The heavy stocks of old on hand at the commencement of the year, to which we have before referred,together with the unsettled and unsatisfactory state of commercial and financial matters, made our importing houses excessively cautious in making arrangements for their importations, and prevented many from importing any, who would have done so under more favorable circumstances. This resulted in a large falling off in the amount imported, as compared with other years, but the profits realized have been enormously large, and many of our importing houses are now realizing 40 to 42c. for molasses, the prime cost of which in their cellars, does not exceed 22c. per gallon.

The following are the imports and exports for six years:

	IMPORTS.		EXPORTS.
1849-'50	54,003	bbls.	25,878
1850-'51	61,490	"	25,098
1851-'52	93,132	"	48,866
1852-'53	115,112	"	65,056
1853-'54	86,430	"	63,381
1854-'55	56,237	"	45,150

The following table shows the price of New Orleans Molasses in this market, at the close of each week, during the year:

DATE	Price,	DATE.	Price,	DATE.	Price,	DATE.	Price,
Sept. 6	20	Dec. 13	20	March 14	25	June 13	34
" 13	21	" 20	20	" 21	26	" 20	34
" 20	18	" 27	21	" 28	27	" 27	34
" 27	18½	Jan. 3	21	April 4	32	July 4	36
Oct. 4	20	" 10	21	" 11	32	" 11	36
" 11	20	" 17	22	" 18	33	" 18	37
" 18	20	" 24	22	" 25	23	" 25	38
" 25	20	" 31	23	May 2	34	Aug. 1	38
Nov. 1	20	Feb. 7	23	" 9	34	" 8	38
" 8	20	" 14	23	" 16	34	" 15	38
" 15	20	" 21	24	" 33	35	" 22	38
" 22	20	" 28	24	" 30	35	" 29	40
" 29	20	Mar. 7	25	June 6	35		
Dec. 6	20						

Linseed, Oil, and Flaxseed.

In the season of 1853–'54 a very general and strong speculative movement arose in the leading markets of the country for Linseed oil, growing out of the European war, by which it was supposed the supply of flaxseed from Russia would be cut off, and consequently the supply of the article greatly diminished. Although the anticipations of speculators seemed to be well grounded, they were not realized, and heavy losses were the consequences. The crop of Flax, owing to the drought in 1854, failed in the West, and the yield of seed was not over half an average; but dealers in the Oil had been so badly deceived the previous year, that no speculative demand could be induced under almost any circumstances, and the market, consequently, continued very steady during the season up to the month of March, when the supply become light, and it became absolutely certain that it would not be adequate to the demand for consumption. During the months of March, April, and May prices steadily advanced, and on the 1st of June had reached the unusual high rate of $1.10; this rate was obtained during the last week of May and two first weeks of June, when under the influence of some importations from the East, and a very limited demand, prices commenced declining, first to $1.05, and then to $1.00, and on the 18th July to 95 c. Under the influence of favorable advices from the East, and a better demand, prices again took an upward turn, and advanced to $1.10 on the 8th of August: but though this rate was attained the subsequent week, the market was dull, new Oil having commenced to arrive, and the market closed heavy with the end of August at $1.00. The supply during the last six months of the year was very light, and barely enough to meet the pressing wants of dealers, and the market closed entirely bare.

The new crop of Flaxseed is an average one, but the quality is very poor, it having been seriously injured by the wet weather, and it is computed that fully one fourth of the seed is so badly injured, that it will yield little oil.

The imports of Oil for six years were as follows:

	Bbls.
1849—'50	5,049
1850—'51	6,764
1851—'52	8,305
1852—'53	10,507
1853—'54	11,228
1854—'55	8,384

The imports of Flaxseed were as follows:

	Bush.
1849—'50	15,570
1850—'51	20,319
1851—'52	48,074
1852—'53	51.752
1853—'54	40,850
1854—'55	24,189

Lumber.

Owing to the low stage of water in the Allegheny during the fall of 1854, the usual supplies of Pine, which are rafted down in the fall, could not come out, and the result is that the amount which has reached this point during the year, is fully twenty-five per cent less than in the previous year; but owing to the depression in business, and the consequent inactivity in building, the supply has been equal to the wants of the city.

This is not, properly speaking, a lumber market; that is, it is not a distributing point for the article. All the Lumber brought to this market and sold here, with the exception of a comparatively small amount, which is taken by the adjoining towns, is used here for building purposes, by our numerous and extensive Furniture factories, and for Steamboat building, so that the amount which arrives here each year, indicates the progress as well as the extent of the various departments of our manufactures in which it is used.

The prices of sawed Pine lumber, at the wharves, rated for the best lots, measured on one line, at $13.50 per M, and for that measured on two lines, $12 for common, and $24 for clear, per M; being 10 to 15 per cent below the last year's prices.

The receipts of sawed Pine lumber, by the river during the year, have been about fifty millions feet, which is fully ten millions less than the average receipts of the previous years.

The receipts of Poplar, sawed in joist, boards, and scantling, have been, in round numbers, twenty-five millions feet, all of which is consumed by our manufacturers and for building purposes.

There are ten Saw mills in this city and vicinity, which run from three to ten saws each, all the year; at these mills there has been cut, during the past year, about forty millions feet of Poplar, Ash, Oak, Cherry, Walnut, and Yellow pine, all for the city use, making the total amount of Lumber used in this city, one hundred and fifteen millions feet, worth at $15 per M. $1,725,000.

Sugar.

At the close of the last commercial year the stock of Louisiana sugar in this market, was about 13,000 hhds; but the low stage of water in the Ohio and Mississippi rivers prevented the importation of any of the new crop, until the season was very far advanced; and though the stock on the 1st of September was large, it was reduced to 1,000 hhds, when new sugar commenced to arrive. The demand being good, prices advanced some during the fall months. The first lot of new sugar was received on the 4th December, and small sales were made at 5½; but the river being very low and freights enormously high, the receipts of new sugar during the month were light, and it was not until the latter part of January that the receipts were what might be called large, when prices declined to 4½ for fair, but soon assumed an upward tendency, consequent upon a short crop in Louisiana, and an active demand from the Eastern seaboard, and from the West, at New Orleans. On through the following months prices gradually advanced, until the close of the year, when fair sugar reached the unusual high rate of 8c, being the highest price paid for the article for several years. The imports have fallen off during the year about 18,000 hhds, owing to the same causes we have given in connection with our remarks on Molasses; but the sequel has shown that our trade needed the full amount imported the previous year. The crop in Louisiana, in 1854, was one hundred thousand hogsheads less than in the year 1853; but the crop that year was the largest ever gathered in the State, and the crop of 1854, though less than than that of 1853, was larger than that of any previous year. The statistics of the country show that the increase in the consumption of sugar is very rapid, and that the increase in the production of it must be in greater ratio than it has been in past years, in order to keep up with the increase in the consumption.

The following table shows the imports and exports of Louisiana Sugar at this port, for six years.

	Imports. hhds.	Exports. hhds.
1849—'50	26,760	9,650
1850—'51	29,808	13,000
1851—'52	39,224	20,360
1852—'53	49,229	31,615
1853—'54	64,461	44,119
1854—'55	46,953	32,432

The following are the stocks of Sugar, in the leading markets, on the 1st of September, 1855.

PHILADELPHIA.

Sept. 1st, 1855.		Against Sept. 1st, 1854.	
New Orleans	1482 hhds.	New Orleans	2847 hhds.
Cuba	2898 "	Cuba	1356 "
Porto Rico	350 "	Porto Rico	302 "
Barbadoes	.... "		
	4730 hhds.		4505 hhds.
	2437 boxes.		1450 boxes.
	2100 bags.		.... bags.

BOSTON.

	1855.		1854.
Cuba browns, boxes	5,704	....	9,361
Cuba whites, boxes	701	....	1,575
Cuba Muscovado, hhds	692	....	2,660
Manilla, bags	....	....	11,895

NEW YORK.

	1853.	1854.	1855.
Cuba.......hhds	31,547	15,174	16,543
Porto Rico	6,013	4,202	1,777
New Orleans	7,396	7,705	1,859
Texas	84	.....	290
St. Croix	361	403	.....
Total	45,401	27,484	20,469
Cuba......boxes	12,370	13,303	22,280
Manilla.....bags	18,971	14,714	.....

NEW ORLEANS, *including the* STATE OF LOUISIANA.
10,000 Hogsheads.

CINCINNATI.

	1855.		1854.
New Orleans....hhds	9,360	....	12,600

The following table shows the price of fair New Orleans Sugar in this market, at the end of each week, during the year:

DATE.		PRICE.	DATE.		PRICE.	DATE.		PRICE.	DATE.		PRICE.
Sept.	6	4⅞	Dec.	6	5¼	March	7	4⅞	June	6	6½
"	13	4⅞	"	13	5¼	"	14	5	"	13	6½
"	20	4¾	"	20	5¼	"	21	5¼	"	20	6½
"	27	5	"	27	5¼	"	28	5¼	"	27	6½
Oct.	4	5¼	Jan'y	3	5	April	4	5½	July	4	6¾
"	11	5¼	"	10	5	"	11	5¾	"	11	6¾
"	18	5¼	"	17	5	"	18	5¾	"	18	6¾
"	25	5¼	"	24	4½	"	25	6	"	25	6¾
Nov.	1	5¼	"	31	4⅝	May	2	6	Aug.	1	6¾
"	8	5¼	Febr.	7	4¾	"	9	6¼	"	8	6⅞
"	15	5¼	"	14	4¾	"	16	6¼	"	15	7
"	22	5¼	"	21	4⅝	"	23	6¼	"	22	7¼
"	29	5¼	"	28	4¾	"	30	6½	"	29	8

The Cincinnati Sugar Refinery, is now doing a a large business, and which is rapidly on the increase. During the last year over nine millions pounds of raw Sugars have been refined at this establishment, notwithstanding though it has been in existence only about three years, and there is no doubt that, within the next five years, it will have attained to such a magnitude, that it will supply a great portion of the refined Sugars used in the valley of the Ohio.

Coal.

The increase in the consumption of this article, in this City and vicinity, is rapid and steady. Last year the total amount yarded was a little over eight millions bushels, and this year, it exceeds ten millions bushels. Of this amount the Gas Works consume 300,000 bushels, and the Water Works 600,000 bushels. Fully two-thirds of the Coal consumed here is used by our Manufacturers, including the Gas Works and the Water Works. The use of Coal instead of wood, for domestic purposes, is increasing very rapidly, and there is little doubt but that in a few years hence, it will have superseded the the use of wood altogether, because while the latter must increase in price, the increased facilities of bringing the former to market, and the inexhaustible supplies of it to be had at convenient distances from the City, will prevent any advance and will always keep it as it is now, the cheapest fuel for domestic as well as manufacturing purposes.

The total amount of Coal received at this port in 1850 was 4,500,000 bushels. This year it was 10,350,000 bushels.

Hogs and Cattle.

The market for Hogs opened last November, under apparently unfavorable circumstances. The pressure in money matters was felt more keenly, perhaps, in this department, than in any other; and this, in connection with low prices that prevailed for provisions, depressed the views of buyers, and although prices advanced as the season progressed, the market throughout was measurably devoid of activity. To the causes referred to, which tendered to depress the trade, may also be added the impression that the crop would prove as large as that of the preceding year, which furnished sufficient for the wants of consumers, and left a heavy surplus to enter into the supplies of the new year. In our prospective remarks, presented in the last annual report, we took occasion to state that it was very difficult to determine as to the result of the crop, as the extent of supplies would depend very much on the prices to be realized. The number of Stock hogs in the country was larger than in any former year; but the high price of Corn, and the deficiency in the growing crop of that staple, were expected to cut short the hog crop. Low prices for hogs would certainly produce this result, but a prospect for realizing full prices would increase supplies. The prospect for prices was at the commencement of the season most discouraging. Some packers confidently predicted that rates would recede to $3, and holders found it exceedingly difficult to realize on hogs for some time after packing commenced, except at losing prices. This paralyzed the efforts of feeders, and the Corn crop having proved a failure, and prices for the article ruling high, stock hogs were neglected, and a short crop was the consequence—short both in number and weight. The falling off in number in the whole West was 349,403 head, and in weight equal to 113,663 head; together 463,066.

In Iowa, Illinois, Missouri, and Wisconsin, the hogs averaged about the same as last year. In some portions there was a falling off, but in others an increase, thus bringing up the average.

In our statement made at the close of the season of 1853—'54 we estimated the average weight of the Hogs packed in Ohio, Indiana, Kentucky, and Tennessee at 208 lbs. Deducting eight per cent from this, the average for the past season would be 192½ lbs. In other States the average last year was 218 lbs, and this year we estimate it at the same. Taking these figures as the average, the crop reduced to pounds compares as follows:

	1853-'4.	**1854-'5.**
Ohio, Kentucky, Indiana, and Tennessee.......	391,929,200	273,502,845
Other States...........	1[illegible],516,696	153,486,980
	520,445,996	426,989,825

Showing a deficiency of 103,456,171 pounds; being a trifle over twenty per cent. The increase in pounds last year over the preceding year's crop was twenty-two and a half per cent. The product this season is therefore twenty per cent less than that of 1853-'54, and two and a half per cent greater than that of 1852-'53.

The number packed in this city was 355, 786, against 431,000, the previous season, showing that the falling off here was relatively smaller than throughout the West. The following figures show the number packed at this point for a number of years:

Years.	No.	Years.	No.
1833.........	85,000	1845........	196,000
1834........	123,000	1846........	305,000
1835........	162,000	1847........	250,000
1836........	123,000	1848........	475,000
1837........	103,000	1849........	410,000
1838........	182,000	1850........	393,000
1839........	190,000	1851........	334,000
1840........	95,000	1852........	352,000
1841........	160,000	1853........	361,000
1842........	220,000	1854........	431,000
1843........	250,000	1855........	355,786
1844........	240,000		

A comparison of prices at the close of each week of the packing season, we now present:

WEEKLY PRICES.

Week end'g		1854-5	1853-4	1852-3	1851-2	1850 1	1849-50
November	10	$4.00	$4.95	......	......	......	......
"	17	3 62½	4.52½	5.37	......	......	2.75
"	24	4.00	4.48	6.00	......	3.62	2.70
December	1	4.30	4.11½	6.25	4.52	4.00	2.72½
"	8	4 80	4.28	6.35	4.53	3.89	2.86
"	15	5.00	4.15	6.55	4.55	3.93	2.84
"	22	4.60	4.16	6.78	4.69	4.10	3.94
"	29	4.75	4.39	6,78	4.85	4.08	3.07
January	7	4.75	4,58	6.49	4.87	4,09	3.32
"	14	4 50	4.35	6.25	5.92	4.22	3 30
"	22	4 50	4.63	......	......	......	......
"	29	4.80	5.00	......	......	......	......
Average for the season.		$4.46	$4.47	$6.31½	$4.70½	$4.00½	$2.91

The average for the season, it is seen, is about the same as that for the previous year, and it is only necessary to refer to this fact, and to our exhibit of the prices of provisions, in another place, to show the result to packers, of the season's business.

The supply of Beef Cattle throughout the year, has been meagre, and the great bulk of the offerings were of inferior qualities. Prices ruled high throughout, and are still greatly above the average of ordinary years. The monthly averages, commencing with November, were as follows:

November, per 100 lbs. net....	$6.50
December....................	7.25
January.....................	7.20
February....................	7.87
March......................	9.00
April........................	10.00
May.........................	10.70
June........................	9.37
July........................	8.00
August......................	7.70

Supplies are now increasing, though prime Cattle are still comparatively scarce, and prices are gradually working downwards.

Provisions.

In our Annual Reports for the two years preceding that which comes under our present review, we had occasion to notice a result unsatisfactory to all who were engaged in the business. This in connection with the monetary pressure, led to the exercise of great precaution on the part of packers, and to this the success of the past season's business, is almost entirely attributable. Had the excitement usual in former seasons, under corresponding circumstances, as regarded the supply of Hogs, prevailed last Fall, prices of Hogs would have ruled high, and this would have stimulated feeders and led to a large addition to the number of Hogs, whereby the crop would have been run up to the number packed in 1853-54. The depression experienced in the market therefore, was of a two-fold beneficial character: it kept down the supply of Hogs, and left packers a good margin for profits. The stock of Hog products in the country, is unusually light, especially in the West, and suplies of every article are very near exhausted in this market. Annexed we present a statement of the prices current at the close of each week, which shows the course of the market during the year:

AVERAGE PRICES OF LEADING PRODUCTS.

Week Ending.		Mess Pork.	Prime bbl. Lard.	Keg Lard.	Plain Hams.	Bacon Sides.	Bacon Shoulders.	Bulk Sides.	Bulk Shoulders.
Sept.	13	13.50	10¼	....	....	6½	6	....	....
"	20	13.50	10	....	....	7	6	....	....
"	27	13.00	10¼	10½	....	6¾	....	....	....
October	4	12.50	....	....	....	6¼	5¾	....	....
"	11	12.00	10	....	11½	6¼	5¾	....	....
"	18	11.75	9½	....	....	6¼	5¾	....	....
"	25	11.75	10	....	....	6¼	5¾	....	....
Nov.	1	10.50	....	....	....	6¼	5¾	....	....
"	8	10.75	8½	....	....	....	....	....	....
"	15	11 00	8¾	....	....	6	5½	....	....
"	22	12.00	8½	....	...	5⅞	5½	....	....
"	29	12.50	9	9	....	....	5⅝	5	....
Dec.	6	12.50	8¾	9	....	....	....	5¼	5
"	13	11.50	8⅝	9	....	....	....	5¼	4¾
"	20	12.00	8¼	9	....	....	....	5½	....
"	27	11.50	8½	9	....	....	....	5½	4½
Jan.	3	11.25	8½	9	....	....	....	5½	4½
"	10	11.25	8½	8¾	....	....	....	5¼	4½
"	17	11.00	8½	8¾	....	....	....	4¼	4¼
"	24	11.50	8½	9¼	....	....	....	5¼	4¼
"	31	12.00	8½	9	....	....	....	5½	4½
Feb.	7	11.75	8½	9	....	....	....	5½	4⅜
"	14	12.00	8½	9	....	6½	5½	5½	4½
"	21	12.50	8¾	9¼	8½	6½	5½	5¾	4⅝
"	28	12.75	8¾	9¼	8½	6¾	5⅝	5¾	4⅝
March	7	13.00	8⅝	9¼	8¾	6¾	5½	5⅞	4¾
"	14	13.00	8¾	9¼	8½	7	6	6	5
"	21	13.50	8¾	9½	8½	6¾	6	5¾	5
"	28	13.75	9	10	9	7¼	6¼	6	5
April	4	14.00	9	10	9	7⅛	6¼	6⅛	5¾
"	11	14.50	9½	10	9	8	7	6¾	5¼
"	18	15.50	9½	11	9¼	8¼	7¼	7⅛	6
"	26	15.50	9½	11	9¼	8¼	7¼	7⅛	6⅛
May	2	15.25	9½	11	9¼	8	7	7	6
"	9	15.50	9½	11	9½	8¼	7¼	7¼	6¼
"	16	15.75	10	11¼	9¾	8½	7¼	7¼	6¼
"	23	16.00	9¾	11	10	8¾	7¼	7¾	6¾
"	30	16.00	9¾	11	10	8½	7¾	7¾	7
June	6	16.00	9¾	11	10	8¾	7½	8	....
"	13	16.00	9¾	11	10	9	7⅞	8	7
"	20	16.00	9¾	11½	10	9	8	....	....
"	27	17.50	10	11	10	9	8	...	...
July	4	18.25	10	11½	....	9	8	8	7
"	11	18.00	10	11½	....	9	8½	....	....
"	18	18.00	10	11½	10	9	8½	....	....
"	25	18.00	10	11½	....	9	8½	8¼	....
August	1	18.00	10	11½	....	9¼	8½	....	....
"	8	18.00	10	11½	....	9¼	8¾	....	....
"	15	18.00	10¼	11½	....	9¼	9	8½	....
"	22	19.00	10¼	11½	11	9¾	9¼	....	....
"	29	20.00	11	12	11	11	10½	....	....

Average Prices

Of Corn and Mess Pork, for each month during the last three years.

Months.	Corn.			Mess Pork.		
	52-53.	53-54.	4-55.	52-53.	53-54.	54-55.
September	43	55	68	19.50	14.41	13.40
October	41	55	65	19.50	14.87	12.00
November	40	41	57	14.75	12.80	11.05
December	37½	41	57½	16.87	11.62	11.87
January	42	40	60	16.16	11.50	11.40
February	43½	46	64½	14.75	12.87	12.32
March	40	45½	66	14.50	12.20	13.31
April	41	49	75	14.40	12.00	15.00
May	40	53	78½	14.75	12.25	15.70
June	43	52½	75	14.66	12.00	16.37
July	48	46	71	14.10	11.04	18.06
August	55	50	70½	14.00	11.74	18.7

Average Prices

Of Bacon, Sides, and Shoulders, for each month during the last three years.

Months.	Sides.			Shoulders.		
	52-53.	53-54.	54-55.	52-53.	53-54.	54-55.
September	9⅛	7½	6⅝	7⅞	6⅜	6
October	8	7⅜	6¼	7¾	6¾	5¾
November	7½	7⅜	6	7¾	6¾	5⅝
December	9	5	6	..	4	..
January	9	..	6	8	..	..
February	7½	6⅔	6⅝	6½	5⅝	5½
March	7¾	6⅝	6⅞	6	5⅝	6
April	7¼	6½	8⅛	5¾	5¼	7⅛
May	7¼	6⅜	8½	..	5¼	7⅜
June	6⅞	5¾	9	..	5	8
July	6⅝	5⅞	9	..	5	8½
August	6½	6	10	..	5½	9¼

Salt.

Kanawha and Turks Island are the two kinds of Salt chiefly used in this city, and it is to these we shall confine our remarks.

Kanawha opened in September, 1854, at 53c, but soon declined to 50c, at which the market remained steady until the last week of November, when it advanced to 55c, and in the second week of December advanced to 58c, but again declined to 55c, and on the first of January to 50c, and about the middle of that month to 43c, at which the market remained steady during the remainder of the season.

Turks Island opened at 85c. ℔ bushel, and at this rate the market was steady up to the middle of November, when the supply being light, consequent upon the low stage of the river, it advanced to $1, but afterwards gradually declined, and by the middle of January sold at 50c, at which rate the market has been steady, though the price has been nominal, up to the close of the season.

The following table shows the imports and exports of Kanawha and Turks Island Salt at this port for six years.

	Kanawha—Brls.		Turks Island—Bags.	
	Imports.	Exports.	Imports.	Exports.
1849–50	114,107	29,509	110,650	8,301
1850–51	79,358	28,585	50,474	7,144
1851–52	58,020	27,022	91,312	16,314
1852–53	78,086	32,870	81,626	29,196
1853–54	90,832	37,251	66,372	30,466
1854–55	74,362	36,333	72,105	9,606

Clover Seed.

Owing to the partial failure of the crops, during the last two years, this article has commanded rates far above the average. Prices opened at $6,50, and closed at $7. The fate of the crop this year is not yet known; it is feared the unusual wet weather will prevent its being gathered.

The following Table shows the price of Clover Seed in this market at the close of each week during the year.

Date.		Price	Date.		Price	Date.		Price	Date.		P'ce
Sept.	6	6.50	Dec.	6	6.50	Mar.	7	6.60	June	6	....
"	13	6.50	"	13	6.50	"	14	6.40	"	13	....
"	20	6.50	"	20	6.50	"	21	5.50	"	20	....
"	27	7.00	"	27	6.50	"	28	5.50	"	27	....
Oct.	4	7.00	Jan.	3	6.50	Ap'l	4	5.25	July	4	....
"	11	7.00	"	10	6.50	"	11	5.75	"	11	....
"	18	7.00	"	17	6.50	"	18	5.50	"	18	....
"	25	7.00	"	24	6.85	"	25	5.50	"	25	....
Nov.	1	7.00	"	31	6.90	May	2	5.25	Aug.	1	7.00
"	8	6.50	Feb.	7	6.75	"	9	5.00	"	8	7.00
"	15	6.25	"	14	6.75	"	16	5.00	"	15	7.00
"	22	6.30	"	21	6.75	"	23	5.25	"	22	7.00
"	29	7.00	"	28	6.65	"	30	....	"	29	7.00

Whisky.

Owing to the high price of Corn, the range of prices of this article, during the year, has been irregular, and our figures show a considerable falling off in the receipts, as compared with the year previous.

The following Table shows the price of Raw Whisky at the close of each week during the year.

Date.	Price	Date.	Price	Date.	Price	Date.	P'ce
Sept. 6	33	Dec. 6	30½	Mar. 7	25	June 6	30
" 13	33	" 13	29½	" 14	24½	" 13	31½
" 20	29	" 20	28	" 21	24⅜	" 20	30½
" 27	30	" 27	30	" 28	25½	" 27	31
Oct. 4	30½	Jan. 3	29	Ap'l 4	27	July 4	31½
" 11	29	" 10	26	" 11	29	" 11	31
" 18	28	" 17	25¼	" 18	31	" 18	31
" 25	28	" 24	25½	" 25	34	" 25	31
Nov. 1	29	" 31	25¼	May 2	33	Aug. 1	32½
" 8	28	Feb. 7	24	" 9	34¾	" 8	33
" 15	30	" 14	25	" 16	33	" 15	32
" 22	32½	" 21	25¾	" 23	33	" 22	33
" 29	32	" 28	23¾	" 30	30	" 29	34

The following Table shows the Imports and Exports of Raw Whisky, at this Port, for six years.

		Imports.	Exports.
1849-50	brls. - - - -	186,678	179,540
1850-51	" - - - - : -	244,047	231,324
1851-52	" - - - -	272,788	276,124
1852-53	" - - - - - -	280,317	257,616
1853-54	" - - - -	285,343	249,612
1854-55	" - - - - - -	272,165	243,551

Steam Fire Engines.

Amongst the new departments which have arisen in the industrial department of our city during the last five years, or, indeed we may say within the last twenty years, that of the invention and manufacture of steam fire engines stands pre-eminent, because these engines have already produced an entire revolution in the fire department of this city, and are destined, at no distant day, to entirely change the fire departments in all the leading cities of the Union. And, not only this, but the skill and energy of our mechanics, has, through this invention, been heralded across the Atlantic, and already in London and Paris, has the merits of the Cincinnati Steam Engine for extinguishing fires, been discussed in the public journals.

The first of these engines was built by Messrs. Shawk & Latta, Machinists, of the city, in 1852, and so successful has been the invention, that we have now three engines in successful operation, and four more are in course of construction for our city authorities. One, also has been built for New Orleans; one for Boston; one for Columbus; one for Philadelphia, and one (now being finished) for St. Louis; and in the course of two or three years more, there is no doubt but that every leading city in the Union will be provided with, at least, one of these engines.

The double engines, such as are now used in this city, cost about $10,000 each, and the single engines from six to eight thousand dollars. The larger engine forces water through an inch and a half nozzle over two hundred and sixty feet, horizontally, and will force it through similar nozzles, throwing four streams at once, one hundred and fifty feet. The power and efficiency of these engines to extinguish fires, can be appreciated at once when we state that the double one, by throwing four streams, will eject *two thousand barrels of water an hour.* The double engine is seventy-five, and the single forty horse power. Steam can be gotten up in five or six minutes from the time the fire is started in the furnace.

The power and efficiency of this mode of extinguishing fires, are clearly demonstrated in the fact that three of the engines have been used with unbounded success in this city for from one to two years, and our city authorities have decided to dispense with the old hand engine altogether, and are having four additional steam fire engines built, by which the expenses of our fire department will be reduced one-third, and the power to arrest any conflagration which may arise increased ten-fold. In fact, the spread of a fire beyond the building in which it originates, is now considered an impossibility in this city.

Furniture.

The manufacture of Chairs and Cabinet-Ware of all descriptions, from the eight dollar bureau to the thousand dollar bedstead; and from the slat-bottomed chair to the splendid and costly rose wood Elizabethian, is one of the great features of the industrial department of Cincinnati. The number of hands which this department of our manufactures gives employment to, either directly or indirectly, cannot be less than five thousand. There are seventeen large establishments, besides a large number of small ones, which are engaged in this business. The value of the furniture manufactured by each establishment, ranges from forty thousand to three hundred thousand dollars per year, and, in the aggregate, reaches $1,700,000, and by adding the value of that manufactured by the small establishments, it would swell the amount to nearly two millions and a quarter dollars. The Cabinet Ware manufactured here finds a market at all the leading points in the great valley of the Mississippi. In Texas, Florida, Alabama, Mississippi, and Louisiana: in Arkansas, Tennessee, Missouri, Indiana, and Kentucky, Cincinnati beds, bureaus, tables, chairs, wardrobes, sofas, and all the numerous articles coming under this head, are to be found on all hands. This business has increased during the last six or seven years, at the rate of twenty-five per cent. per annum. Last year, owing to the depression of all kinds of business, it fell back a little, but within the last two months the orders have come in very rapidly and are now more numerous and extensive than they have been at any time, at this season, during the last six or seven years.

Sash, Door, Blind, and Portable Cottage Manufacture, &c.

Next in importance to Furniture among the manufactures of wood, is the above. There are eighteen establishments, where two or more of these departments are carried on; and where the doors and door cases, the windows and window cases, the exterior and interior blinds, and the flooring, are prepared ready to be placed in buildings; all done by machinery, and put together neater and more accurately than they could be done by hand. In addition to these is the manufacture of portable houses; of which, about one hundred were manufactured by one establishment, during the last year. The various articles manufactured in these establishments find a market chiefly in Illinois, Missouri, Texas, Kentucky, Indiana, Tennessee, Louisiana, and Mississippi. A large number of portable houses were taken to Kansas and Nebraska, last summer; and no doubt that Governor Shanon is now swaying the sceptre of Kansas sitting in a Cincinnati house.

The value of the various articles coming under this head, which were manufactured here during the year, is $1,430,000.

Manufacture of Curled Hair and Bristles

This is a new business, which has arisen within the last two years, and has already become very extensive, and promises to be one of great importance. The hair or bristle taken off the hog until very recently, was regarded as worthless, except that portion of it used for brushes; but now it is all used, and turned to good account, as will be admitted, when we say that the value of hogs' bristles manufactured into curled hair, for upholsters' use, and for export, in this city, during the last year, is about $106,000. The average price of the curled hair is 10 cents per pound, and of the best bristles 42½ cents per pound, though an inferior article sells at 25 cents per pound.

Marbleized Iron.

This is among the new departments of our industry, which has just arisen, and promises to be very extensive. The secret of this is the art of marbleizing cast iron, and giving it a surface, grain, and polish equal to the finest Egyptian Marble. The Iron in the first place is cast into the desired shape, and the surface is polished and grained by this process and except to the experienced eye has all the appearance of the finest marble. Mantels and Table Tops are produced in endless variety, and find a ready market in all the leading towns in the West, from Chicago at the North to New Orleans at the South, and the demand is rapidly increasing. The permanency and durability of this article are placed beyond a doubt, it having been satisfactorily established, that it is less liable to be injured than is real Marble. The cheapness at which the articles are produced, is greatly in favor of its coming into general use. Mantels range in price from twenty-five to fifty dollars, and Table Tops are equally low, in proportion.

The Money Market.

Having in another place given a synopsis of the unsettled state of financial as well as commercial affairs, during the year, it is not necessary to recapitulate. The previous year, the money market was "tight," not so much owing to the want of capital as the want of confidence, which had in that year become so general and wide-spread, throughout the business community, and as the year closed the indications looked more unfavorable. In the fall of 1854, it was next to impossible to negotiate the best paper, the want of confidence which had been so general in the previous summer having become still more deep, and the most extravagant conclusions were drawn in regard to the future.

Local paper, having the very best security hypothecated to secure its payment, sold in the month of November at twenty-four ℔ cent. per annum, and there was great difficulty in having it done at this rate. Exchange on the East rose to *three per cent. prem.*, and those who had remittances to make to meet their obligations, found themselves in a most unpleasant situation. Early in the fall, the great mass of our paper currency consisted of the notes of the Indiana Stock Banks, and early in October this paper was thrown out by our Bankers, so that it, or no other Western currency which was to be had, could be used in the East, and merchants throughout Indiana who were indebted to our merchants, had nothing but this Indiana currency to pay with. The revulsions and disasters of the fall months made capitalists cling to their spare balances with increased tenacity; and, as we have said before, loans were obtained in few instances, and at enormous rates of discount; but as the new year arrived, and navigation was resumed on the Ohio, and Western rivers generally, confidence became to some extent restored, and matters wore a brighter aspect, and money could be obtained more freely on first class business paper, at 12 to 15 ℔ cent. As the spring and the summer arrived, the capital in the hands of the Banks accumulated; and, for first class paper, the money market became decidedly easy, and all the good paper offered was taken by the Banks from their customers, at 6 ℔ cent., and the year closed with capital plenty, good local business paper in demand, and Exchange on the East down to ¼ prem. for Bankers' Checks. In another place will be found a table showing the rates at which our Banking houses were drawing for, at sight, on the Eastern cities and New Orleans, at the close of each week during the year.

Rates of Sight Exchange

On New York and the Eastern cities, and New Orleans, during the year.

		NEW YORK.				NEW ORLEANS.			
		1853-'54.		1854-'55.		1853-'54		1854-'55.	
Week ending		p'm	dis	p'm	dis	p'm	....	p'm	dis
September	7	....	....	1½	....	....	....	....	....
"	14	½	....	1½	....	½	....	....	....
"	21	½	....	1¼	....	¼	....	....	....
"	28	¾	....	1¾	....	....	....	....	....
October	5	¾	....	¾	....	....	....	....	....
"	12	⅛	....	1¼	....	....	....	....	....
"	19	¾	....	1¼	....	....	....	....	....
"	26	½	....	1½	....	¼	....	....	....
November	5	1	....	1¼	....	par	....	....	....
"	12	1	....	1½	....	par	....	....	....
"	19	½	....	3	....	par	....	....	....
"	26	1	....	1¾	....	¼	....	1	....
December	3	1	....	1	....	½	....	1	....
"	10	¾	....	1	....	½	....	....	....
"	17	¾	....	1¼	....	½	....	½	....
"	24	½	....	1	....	¼	....	1	....
"	31	¼	....	1	....	par	....	¾	....
January	7	½	....	1	....	¼	....	¾	....
"	14	1	....	1¼	....	½	....	....	....
"	21	1	....	1	....	½	....	¾	....
"	28	1	....	1	....	½	....	1	....
February	4	1	....	1	....	½	....	1	....
"	11	1	....	¾	....	1	....	1	....
"	18	¾	....	¾	....	¾	....	1	....
"	25	¾	....	½	....	1	....	1	....
March	4	1	....	½	....	1¼	....	1	....
"	11	1	....	½	....	1	....	1	....
"	18	1	....	¾	....	1	....	1	....
"	25	1¼	....	1	....	1	....	1	....
April	1	1¼	....	1	....	1	....	1	....
"	8	1⅛	....	¾	....	¾	....	1	....
"	15	1¼	....	¾	....	¼	....	1	....
"	22	1¼	....	¾	....	par	....	¾	....
"	29	1½	....	¾	....	par	....	¾	....
May	6	1½	....	1	....	par	....	par	....
"	13	1½	....	1	....	par	....	par	....
"	20	1½	....	¾	....	par	....	par	....
"	27	1½	....	¾	....	par	....	par	....
June	3	1	....	¾	....	¼	....	....	....
"	10	¾	....	¾	....	par	....	....	....
"	17	1¼	....	½	....	¼	....	....	....
"	24	1½	....	½	....	½	....	par	....
July	1	1¼	....	¾	....	½	....	par	....
"	8	1¼	....	¾	....	½	....	....	....
"	15	1¼	....	¾	....	½	....	par	....
"	22	1½	....	¾	....	....	....	....	....
"	29	1¾	....	½	....	....	....	....	....
August	5	1½	....	½	....	....	....	....	....
"	12	1	....	½	....	....	....	....	....
"	19	1¾	....	½	....	....	....	....	....
"	26	1¾	....	¼	....	½	....	....	....
"	31	1¾	....	¼	....	½	....	....	....

Average Prices

Of FLOUR and WHEAT, for each month during the last three years.

MONTHS.	FLOUR.			WHEAT.		
	52-53.	53-54.	54-55.	52-53.	53-54.	54-55.
September	3.35	4.91	7.20	60	88	1.42
October	3.27	5.29	6.90	60	96½	1.32
November	3.72	5.19	7.69	66	1.04	1.46
December	4.10	5.27	7.55	75	1.02½	1.52
January	4.30	5.59	7.58	80	1.14	1.60
February	4.06	6.72	8-17	77	1.33½	1.63
March	3.67	6.34	8.30	75	1.25	1.67
April	3.68	6.69	9.52	75	1.31	1.92
May	3.76	7.76	9.33	74	1.60	1.92
June	4.00	7.56	9.14	84	1.41	1.74
July	3.88	7.04	8.00	80	1.04	1.12
August	4.05	7.30	6.93	80	1.31	1.25

Average Prices

Of PRIME LARD and BACON HAMS, for each month during the last three years.

MONTHS.	PRIME KEG LARD			PLAIN HAMS.		
	52-53.	53-54.	54-55.	52-53	53-54.	54-55.
September	11¼	11⅛	10½	..	10½	..
October	11¼	11¼	10½	..	10⅞	11½
November	11¼	..	9	..	11	..
December	10½	8½	9	..	..	..
January	10½	8⅞	9	..	..	..
February	9¾	9¾	9⅛	9	8¾	8½
March	9½	9⅝	9½	9⅛	8⅞	8⅝
April	9¼	9½	10½	8⅜	8½	9⅛
May	10⅛	10	11	9	8	9¾
June	10½	10	11⅛	9½	8	10
July	10⅜	10⅛	11½	9¾	8	10
August	10½	10½	11¾	9½	8¼	11

IMPORTS INTO CINCINNATI.

For five years, commencing September 1st, and ending August 31st, each year.

ARTICLDS.	'50 '51	'51' 52	'52 '53	'53 '54	'54 '55
Apples, green, brls	16934	71882	19845	31479	15971
Beef................	1101	1609	1118	1841	1766
Beef, tcrs..........	18	1145	295	58	4608
Bagging, pcs.......	....	74	119	174	85
Barley, bush.......	111257	89994	225844	286536	204224
Beans, bush.......	31037	14137	26439	21332	17173
Butter, brls.........	8259	10203	16484	16842	10185
Butter, frks & kgs	11043	13720	11331	11692	7132
Blooms, tons......	2727	4036	3928	4836	4699
Bran, &c, sks......	50976	131014	62629	65045	71416
Candles, bxs......	696	653	2882	815	1145
Corn, bush.........	489195	653788	723334	745455	845579
Corn Meal	5508	8640	17357	31388	42190
Cider, brls.........	1047	874	1238	1634	829
Cheese, cks........	74	46	103	52	78
Cheese, bxs........	205444	241753	212337	216892	183379
Cotton, bales......	7168	12776	16550	22513	15107
Coffee, sks.........	91177	95732	109138	91425	114113
Codfish, drums....	448	431	1140	1389	1274
Cooperage, pcs....	146691	135188	194655	197083	126539
Eggs, boxes & brls	5956	10544	14833	15608	12104
Flour, brls.........	482772	511042	449089	427464	342772
Feathers, sks......	2858	6716	10539	8631	7202
Fish, sund. brls...	19826	20076	22219	18247	13060
Fish, kegs & kits.	2694	1075	3935	6448	5266
Fruit. dried, bush.	41824	24847	44515	73150	58047
Grease, brls........	876	1986	3152	6623	5236
Glass, boxes	37099	44004	42963	36767	41635
Glassware, pkgs...	28619	36602	34646	51806	26090
Hemp, bdls & bals	13254	18334	20079	11759	8672
Hides, loose.......	28132	54647	48808	38875	31505
Hides, grn, ℔s.....	25424	51905	35178	42720	101535
Hay, bales.........	12691	9270	6432	19424	37914
Herring, boxes	3832	5149	11486	11093	10624
Hogs, head	111484	160684	420594	525273	496360
Hops, bales	756	1594	2581	3581	4014
Iron and Steel, pcs	225039	194107	294001	380405	505892
Do do bdls	66839	54078	66131	72780	62725
Do do tons	2570	10111	14124	14256	3690
Lead, pigs	59413	54733	57089	65359	57769
Lard, brls...........	36889	36047	51744	76094	53654
Lard, kegs.........	31087	32283	26159	19752	14831
Leather, bdls......	10399	11384	19689	18561	17753
Lemons, boxes.....	3377	4434	7138	6695	7855
Lime, brls..........	57537	64817	75745	87037	62913
Liquors, hhds & ps	1465	3162	4379	3840	2295
Mdse & sun. pkgs	175938	458703	538056	846190	833915
Do tons........	3370	1958	1102	5014	2323
Molasses, brls.....	61490	93132	115112	86430	56237
Malt, bush.........	21356	33220	43759	42646	44498
Nails, kegs.........	83761	64189	104159	101546	94689
Oil, brls	6764	8305	10507	11228	8345
Oranges, bxs & bls	9302	4557	8934	5779	13239
Oakum, bales......	1739	1843	2965	4071	3463
Oats, bush.........	164238	197868	283251	437423	480178
Oil Cake, ℔s.......	194000	247400	14000	135000	134447
Pork & Bacon, hds	6277	10333	15251	12164	5947
Do do tcrs	1183	1987	3550	2736	6770
Do do brls	31595	22501	39517	39387	38365
Pork in bulk, ℔s..	14631 330	16532 885	26868 341	27059 927	18551 646
Potatoes, brls......	19649	20739	15585	35244	29982
Pig Metal, tons....	16110	22605	30179	41807	26613
Pim'o and P'r,bags	2027	1425	5590	7174	2325
Rye, bush	44308	58318	33670	29592	53164
Resin, &c., brls...	12511	14484	19983	16161	13664
Raisins, boxes.....	15648	28417	25433	22540	24765
Rope, T'e, &c. pks	2077	3203	4173	4483	2510
Rice, tcrs..........	4780	3782	5346	3242	3899
Sugar, hhds	29808	39324	49229	64461	46953
Do brls.........	18584	15237	24004	25441	19465
Do bxs	3612	2259	2115	2349	2697
Seed, Flax, brls...	20319	48074	51752	40850	24189
Do Grass........	4104	10819	14946	19894	14505
Do Hemp	68	304	1040	984	539
Salt, sks ....8......	50474	91312	71626	66372	72105
Do brls..........	79358	58020	78086	90832	74362
Shot, kegs	1567	1688	1145	2889	2583
Tea, pkgs..........	7821	12810	22379	14199	20074
Tobacco, hhds.....	3701	11460	7881	8744	5209
Do bales	1697	1996	2478	3118	2312
Do bxs & kegs..	19945	23060	48201	30235	24802
Tallow, brls........	3682	5930	3463	4230	3288
Wines, brls & ¼ cks	3401	4482	9563	7544	3384
Do bkts & bxs..	5060	8322	9440	8379	4815
Wheat, bush.......	388660	377037	343649	408084	437412
Wool, bales........	1866	4562	6748	4953	5999
Whisky, brls.....œ	244049	272788	280317	285343	272165
Cotton Yarn, pkgs	5577	10836	7362	6879	7052
Do lbs	124594	167002	115841	114767	65741

[NOTE.—In the above table, the figures for the years prior to 1852-'53 embrace only the number of Hogs received by public conveyance. Since that time the nnmber *driven* to market, during the packing season, have been added.

COMPARATPVE EXPORTS OF CINCINNATI FOR FIVE YEARS;—CLASSIFYING THE ARTICLES AND SHOWING THE RATIO OF INCREASE.

ARTICLES.	*Years* 1849-'50,	*Years* 1853-'54.	*Ratio of Increase.*
1. *Products of Animals*—			
Beef........	27,699 bbls.	38,514 bbls.	39 pr. ct
Butter......	29,213 kegs.	59,610 "	100 "
Cheese......	87,442 boxes	139,899 boxes.	60 "
Candles.....	67,445 "	152,068 "	125 "
Cattle	30 head.	12,042 head.	37.500"
Grease......	7,597 bbls.	15,694 ℔s.	100 "
Horses......	468 head.	2,078 head.	350 "
Lard........	366,127 kegs	369,766 kegs.	—-
Lard Oil....	16,984 bbls.	47,276 bbls.	200 "
Pork&Bacon	291,364 bbls.	337,892 "	16 "
Soap........	17,443 boxes	39,645 boxes.	130 "
Tallow......	4,311 bbls.	8,162 bbls.	100 "
2. *Grain, & Products of Grain, &c.*—			
Corn	57,248 sacks	39,426 sacks.	decrease
Corn Meal..	1,179 bbls.	407 bbls.	"
Flour.......	98,908 "	332,778 "	230 pr.ct
Hay........	562 balcs.	780 bales	40 "
Oats........	5,033 sacks.	3,773 sacks.	decrease.
Potatoes	5,283 bbls.	7,295 bbls	40 pr.ct
Seeds.......	2,861 "	17,270 "	500 "
Whisky.....	179,540 "	249,612 "	40 "
Apples......	3,519 "	8,439 "	140 "
Beans	2,496 "	3,698 "	50 "
3. *Groceries, & Incidentals*			
Sugar	24,204 hhds	62,744 hhds.	160 pr.ct
Molasses....	25,878 bbls.	63,381 bbls	150 "
Coffee......	22,030 sacks.	48,634 sacks	120 "
Salt	37,800 bbls.	67,717 bbls.	80 "
Liquors.....	11,789 "	48,115 "	300 "
4. *M'dze and Incidentals*—			
Merchandize	615,641 pkgs	1,208,530pkgs	100 pr.ct
"	11,109 tons.	12,444 tons.	10 "
Produce.....	10,337 pkgs	98,736 pkgs	800 "
Wool	332,741 ℔s.	970,043 ℔s.	200 "
5. *Man'fs & Incidentals*—			
Cooperage ..	73,637 pieces.	172,849 pieces.	135 pr.ct
Iron........	90,212 " hdls	402,259 " bdls	350 "
".........	5,677 tons.	18,323 tons.	200 "
Manufacture	58,810 pieces	381,972 pieces.	520 "
Tobacco	6,905 boxes	30,741 boxes.	330 "
"	4,924 hhds.	12,723 hhds	150 "
Castings....	54,399 pieces	159,085 pieces	200 "
"	2,385 tons.	2,974 "	25 "

Note.—Whenever it was possible, the articles in the above table have been reduced to one denomination. Thus, the hogsheads and pounds **of Pork have** been reduced to barrels; and the barrels of Sugar to hogsheads. The reduction may not, in all instances, be exact, but, as the principal object was to establish a *proportion*, there is no sum which will materially affect the result.

◆

Results of the Above Table.

1. The above table proves that the advance in the Exports of Cincinnati in five years only, has been more than 100 per cent. The only exception to this is in the case of grain and vegetable products, exported in gross; but, it must be observed, that the great mass of grain raised in the region of country commercially represented by Cincinnati, is really exported in the shape of meats, oils, and grease, the products of animals. Then, the value of the animal products exported in 1853-'54 exceeded those exported in 1849-'50, by 100 per cent; and, in this manner, the increased amount of corn, oats, and grass was carried off.

2. We call attention to the vast increase in the Grocery Trade. The value of Sugar, Coffee, and Foreign Liquors exported from Cincinnati in 1853

'54, exceeds that of five years before, by at least 150 per cent—that is, an increase of 30 per cent per annum! In less than ten years, at this rate, Cincinnati will be the largest *distributing* market for Sugar, Coffee, and Liquors in the United States; and as the new country to be brought within its influence by the Southern railroads is very great—such a result is highly probable.

3. Increase in the export of manufactured articles exceeds that in any other branch of trade. Then the increase in the export of Iron is fully equal to 300 per cent. The increase in the export of castings is 200 per cent. So of all other articles of manufacture. In the aggregate, the manufactures of Cincinnati, *increased, at least,* 150 *per cent. in four years.* This increase is astonishing, and we hazard nothing in saying, that with the exceptiou of small places, which spring up in a year or two,—it is altogether unequalled.

It will thus be seen, from the foregoing table, that if Cincinnati has grown rapidly in population, it has grown more rapidly in trade and manufactures. Its commerce is built on the substantial foundation of a country, a people, and a *domestic production*—capable of sustaining, and of continuing this rapid increase, through many years. In fact, its trade is but now beginning to feel the great power of vastly extended commercial lines, of an immense railway system, and of au agricultural and mining country unsurpassed.

RATES OF FREIGHT.

From Cincinnati to New Orleans and Pittsburgh, at the close of each week for the Year ending August 31, 1855.

	To New Orleans.			To Pittsburgh.	
	Flour ⅌ brl.	Pork ⅌ brl.	Whis'y ⅌ brl.	Whis'y ⅌ brl.	℔ fre'ht ⅌ 100 ℔s
September 13	..	..	..	..	..
Do 20	..	..	..	..	..
Do 27	..	..	..	..	..
October 4	..	..	..	..	..
Do 11	..	..	..	..	..
Do 18	..	..	..	..	..
Do 25	..	..	300	..	..
November 1	..	..	..	..	..
Do 8	..	..	..	..	..
Do 15	..	..	..	..	..
Do 22	..	..	..	..	..
Do 29	..	..	300	125	40
December 6	..	225	250	..	..
Do 13	..	200	300	..	..
Do 20	..	..	350	..	..
Do 27	100	125	150	100	30
January 3	50	75	100	65	20
Do 10	50	75	90	65	30
Do 17	50	75	90	60	20
Do 24	50	70	90	50	15
Do 31	..	..	..	..	..
Februrary 7	..	..	..	..	..
Do 14	..	70	90	65	30
Do 21	50	70	90	50	15
Do 28	50	70	90	65	20
March 7	50	70	90	65	20
Do 14	50	70	90	65	20
Do 21	50	70	90	60	15
Do 28	50	70	90	65	20
April 4	50	70	90	90	25
Do 11	50	70	90	65	20
Do 18	50	70	90	60	20
Do 25	50	70	90	50	15
May, 2	50	70	90	50	20
Do 9	50	65	90	50	15
Do 16	50	65	90	50	20
Do 23	45	65	95	50	15
Do 30	45	65	90	65	20
June 6	50	65	90	75	20
Do 13	50	65	90	50	15
Do 20	50	65	90	60	20
Do 27	50	65	90	50	30
July 4	45	65	90	50	20
Do 11	60	80	100	65	25
Do 18	60	80	100	50	15
Do 25	80	125	150	65	20
August 1	80	125	150	65	20
Do 8	80	125	150	65	20
Do 15	80	125	150	65	20
Do 22	80	125	150	45	12½

EXPORTS FROM CINCINNATI,

For five years, commencing September 1st, and ending August 31st, each year.

ARTICLES.	'50-'51	'51-'52	'52 '53	'53 '54	'54 '55
Apples, green, brls	8064	7223	6528	8239	3427
Alcohol	5038	7607	9669	18590	19956
Beef...............	19937	20015	26982	21054	17584
Do tcrs....	9355	9023	17315	7640	13977
Beans, brls.........	1832	1611	3925	3698	1297
Brooms, doz.......	8735	7934	11146	15401	18275
Butter, brls........	3253	3006	3833	3603	1300
Do frk & kgs..	36185	31395	42316	41595	24196
Bran, etc., sks	5789	10543	9986	15495	11456
Bagging, pcs.......	8212	12918	14057	6109	2485
Corn, sks	20137	51231	59132	39427	64344
Corn Meal, brls....	2148	928	348	407	2772
Cheese, csks.......	25	71	49	23	4
Do boxs.......	121756	150689	143056	139728	102352
Candles............	113412	121727	139799	152068	139191
Cattle, head	440	1840	2631	12042	10285
Cotton, bales......	5132	8810	12098	15445	10021
Coffee, sks........	38158	43654	67122	48634	42283
Cooperage, pcs....	63084	64279	103858	172849	108105
Eggs, brls..........	7258	9160	8779	6424	5014
Flour, brls.........	390131	408211	312841	332778	199276
Feathers, sks......	4095	7876	9510	9594	7319
Fruit, dried, bush.	17480	6413	18851	32003	13029
Grease, brls........	4426	4732	6110	15694	9413
Grass Seed	2830	7587	8313	14375	7330
Horses, head	599	944	1772	2078	1630
Hay, bales.........	638	554	3913	780	5706
Hemp	3112	3616	3086	6190	2918
Hides, ℔s..........	48079	142823	28449	6815	44035
Hides, num........	12459	31755	36242	36332	24427
Iron, pcs..........	108255	172409	222119	339886	604861
Do bdls	44110	36386	55841	62373	63716
Do tons	9776	11329	14246	18322	11978
Lard, brls..........	30391	47862	42652	57084	43799
Do kgs..........	71300	115845	98650	84346	62806
Lard Oil, brls......	26110	24830	31590	47276	43595
Linseed Oil........	7821	9377	6688	6409	3454
Molasses	25098	48866	65056	63381	45150
Oil Cake, tons.....	963	1601	3759	1830	778
Oats, sks...........	11707	2418	6597	3773	42282
Potatoes, brls.....	19823	23844	13075	7295	10399
Pork & B'cn, hhds	30220	43033	47150	49230	42469
Do tres	20762	34398	53153	51778	40515
Do brls	122086	131560	135707	134939	104275
Do bxs	2974	2372	6338	18806	28574
Do bulk, ℔s	1753953	3912942	2146987	1939548	873054
Rope, &c. pkgs...	6272	9365	14857	10340	3909
Soap, bxs..........	21553	28033	37036	39645	34247
Sheep, head	460	45	1052	1014	1650
Sugar, hhds	13000	20360	31615	44119	32482
Salt, brls...........	28585	27022	32870	37251	36333
Do sks	7144	16314	29196	30466	9606
Seed, Flax, brls....	443	3520	3543	2945	1121
Sundry mdse, pkg	349181	656791	1057475	1208530	811625
Do do tons	10350	11241	6114	12444	8466
Do Liquors, brls	19297	49348	53708	48015	25714
Do Manfrs, pcs..	22103	66200	161639	381972	347563
Do Prod'ce, pkgs	13958	42333	48418	98736	141925
Starch, boxes......	14107	18293	26445	31700	21520
Tallow, barls.......	5927	3039	4767	8162	6893
Tobacco, kgs & bxs	18345	24761	31867	30741	26077
Do hhds..	2856	10821	6902	9353	4968
Do bales..	160	620	1341	3370	3307
Vinegar, brls......	3756	5965	8251	6504	8643
Whisky, brls......	231324	276124	257616	249612	243551
Wool, bales........	2725	3404	9432	6439	6435
Do ℔s...........	4836	2972	1586	14193	4482
White Lead, kegs	50857	65614	7566	74382	55218
Castings, pcs......	36266	33942	6747	159085	80263
Do_ tons ...	1121	1629	309	2974	2073

Average Prices

Of Prime Rio Coffee and Fair New Orleans Sugar, for each month during the last three years.

Months.	Rio Coffee.			N. O. Sugar.		
	52-53.	53-54.	54-55.	52-53.	53-54.	54-55.
September.......	9½	12⅝	12½	5¾	6¼	4⅞
October..........	9½	11⅝	12½	5¾	6¼	5¼
November.......	9½	12	12	5¼	5⅞	5¼
December........	9¾	12⅝	11⅞	4¾	6⅛	5¼
January.........	9¾	13	11¼	4½	5¼	4¾
February........	10¼	12½	10½	4¾	5	4¾
March	10½	12⅝	11¾	4¾	5	5⅛
April.............	10¼	12½	11⅞	4¾	4⅞	5¾
May..............	10¼	12	11½	4⅜	5	6¼
June.............	10	11⅜	11¼	4⅞	4¾	6½
July	10	11⅜	11¼	4¾	5	6¾
August..........	10¼	11¾	11¾	4¾	5½	7⅜

VALUE OF PRINCIPAL IMPORTS

Into the Port of Cincinnati for the years ending August 31st, 1854 and 1855.

Articles.	Total Quan'ty	Av'g Price	Total Value.	Total Last Y'r.
Apples, gr...brls	15,971	2 10	33,539	55,076
Beef............	1,766	11 50	20,309	20,251
Do ....tcs	4,608	17 00	74,336	928
Bagging .....pcs	85	2 80	238	481
Barley......bush	204,224	1 30	265,491	200,575
Beans............	17,173	2 50	42,932	21,332
Butter.......brls	10,185	32 60	331,931	705,260
Do firk's & kgs	7,132	16 00	114,112	175,380
Blooms .....tons	4,699	65 00	299,435	362,700
Bran, &c....sks	71,416	90	64,274	42,279
Candles......bxs	1,145	7 60	8,502	5,705
Corn ....bush	845,579	65	549,626	253,454
Corn Meal.......	42,190	70	29,533	15,694
Cider........brls	829	4 50	3,730	4,902
Cheese.......cks	78	21 00	1,638	1,027
Do ....bxs	183,379	3 30	605,150	704,919
Cotton ....bls	15,107	44 00	664,708	968,059
Coffee ....sks	114,113	18 00	2,064,034	1,462,800
Codfish ..drums	1,274	31 00	39,494	43,089
Cooperage...pcs	126,539	75	94,904	197,183
Eggs...bxs & brls	12,104	8 00	96,832	117,060
Flour........brls	342,762	8 15	2,793,510	2,693,024
Feathers.....sks	7,202	26 00	287,252	207,381
Fish, sund...brls	13,060	12 00	136,720	200,717
Do kgs & kits	5,266	3 50	18,431	19,344
Fruits, dried.bsh	58,047	2 00	116,094	80,465
Grease.......brls	5,236	16 25	85,095	102,968
Glass.........bxs	41,635	2 50	104,087	91,917
Do ware...pkgs	26,090	4 60	130,014	233,127
Hemp... bdls bls	8,671	23 00	199,433	352,770
Hides, loose.....	31,505	2 75	86,638	112,737
Hides, gr .....lbs	101,535	5	5,076	2,136
Hay ....bales	37,914	2 65	100,472	48,060
Herrings.... bxs	10,621	60	6,374	5,546
Hogs.......head	496,360	9 25	4,591,330	5,252,730
Hops.......bales	4,014	45 00	180,630	214,860
Iron & steel..pcs	505,892	1 60	809,427	608,648
Do.........bdls	62,725	4 00	250,900	291,120
Do........ tons	3,690	80 00	295,200	1,140,480
Lead ....pigs	57,769	5 10	294,625	326,895
Lard.........brls	53,654	20 00	1,073,080	1,445,786
Do ....kgs	14,831	4 50	66,739	79,008
Leather .....bdls	17.753	12 00	213,036	194,890
Lemons......bxs	7,855	4 50	35,347	30,127
Lime ....brls	62,913	1 00	62,913	69,629
Liquors ....hhds	2,295	156 00	358,020	460,800
Mdz & sund..pgs	833,915	36 00	30,020,940	25,385,700
Mdz.........tons	2,323	620 00	1,440,260	3,008,400
Molasses ....brls	56,237	9 00	606,133	691,440
Malt........bush	44,498	1 40	62,297	29,852
Nails.........kgs	94,689	4 60	435,568	456,957
Oil...........brls	8,345	32 00	267,040	314,384
Oranges. bxs brls	13,239	5 00	66,195	28,895
Oakum.....bales	3,463	17 00	68,871	65,136
Oats ....bush	480,178	42	201,674	153,097
Oil cake.......lbs	134,447	01	1,344	881
Pork & Bacon .hs	5,947	60 00	356,820	583,872
Do..........tcs	6,770	20 00	135,400	49,248
Do.........brls	38,635	14 00	540,890	472,644
Do....bulk, lbs	18,551,545	06	1,113,092	1,488,295
Potatoes.....brls	29,982	3 00	89,946	44,053
Pig Metal...tons	26,613	35 00	931,455	1,882,315
Pim'to & Pep.bg	2,235	15 00	33,525	62,610
Rye ....bush	53,164	1 08	57,417	22,194
Rosin, Tar &c brls	13,654	3 50	47,289	60,603
Raisins ......bxs	24,765	3 55	87,915	78,840
R'pe, t'we &c.pg	2,510	7 50	18,825	31,381
Rice ....tcs	3,899	40 00	155,960	93,776
Sugar......hhds	46,953	60 00	2,817,180	2,900,745
Do ....brls	19,465	16 00	311,440	356,174
Do .... bxs	2,697	32 50	87,652	70,047
Seed, flax... brls	24,189	5 00	120,945	21,825
Do grass........	14,505	16 00	232,080	298,410
Do hemp	539	6 00	3,234	2,460
Salt ....sks	72,105	1 50	108,157	86,283
Do ....brls	74,362	2 75	204,495	272,496
Shot ....kgs	2,583	23 50	60,700	69,336
Tea.........pkgs	20,074	30 00	602,220	354,925
Tobacco....hhds	5,203	90 00	468,270	723,496
Do ....bls	2,312	8 50	19,652	21,823
Do ...bxs & kgs	21,802	22 50	558,045	665,170
Tallow.......brls	3,288	29 00	95,352	122,670
Wines brl & ¼. cs	3,384	53 00	179,352	286,672
Do ..bkts & bxs	4,815	12 00	57,780	100,548
Wheat......bush	437,412	1 60	699,859	550,914
Wool.......bales	5,999	30 00	179,970	173,355
Whisky .....brls	272,165	12 00	3,265,980	2,281,944
Yarns, cot..pkgs	7,052	1 60	11,283	10,318
Yarns.........lbs	65,741	20	13,148	20,658
Lumber .....feet	72,000,000	1⅜	990,000	1,200,000
Coal........bush	10,369,000	10	1,036,900	983,770
Shingles.........	30,000,000	3 60	108,000	122,500
Staves, w'd & st'e	....	......	360,000	225,000
Total..........	....	......	$67,095,741	$66,549,433

VALUE OF PRINCIPAL EXPORTS

From the Port of Cincinnati, for the years ending August 31st, 1854 and 1855.

Articles.	Total	Av'g Price	Total Value.	Total Last Y'r.
Apples, gr ......brls	3,427	2 50	8,567	14,417
Alcohol............	19,956	26 40	528,838	311,047
Beef	17,584	11 50	202,216	251,594
Do ....tcs	13,977	17 00	237,609	122,336
Beans..........brls	1,297	7 00	9,079	10,169
Brooms.........doz	18,275	2 25	41,119	32,342
Butter..........brls	1,300	32 60	42,380	108,090
do firkins & kegs	24,196	11 00	266,156	415,950
Bran, &c........sks	11,456	80	9,164	10,071
Bagging.........pcs	2,485	2 80	6,958	16,799
Corn ....sks	64,344	1 40	90,081	39,426
Corn Meal......brls	2,772	2 90	8,038	1,057
Cheese..........cks	4	20 00	80	454
Do ....bxs	102,352	3 30	337,761	454,116
Candles	139,191	7 60	1,057,851	1,064,476
Cattle ....head	10,285	70 00	719,950	502,100
Cotton ....bales	10,021	44 00	440,924	664,135
Coffee...........sks	42,283	18 50	782,235	778,144
Cooperage...... pcs	108,105	1 20	129,726	172,849
Eggs............brls	5,014	8 00	40,112	48,157
Flour	199,276	8 15	1,624,099	2,096,501
Feathers ....sks	7,319	26 00	190,294	230,356
Fruit, dried ...bush	13,029	2 00	26,058	35,203
Grease..........brls	9,413	17 00	160,021	251,104
Grass seed	7,330	16 00	117,280	215,625
Horses .... head	1,630	155 00	252,650	259,750
Hay ....bales	5.706	2 70	15,406	1,950
Hemp ....bales	2,918	35 00	102,130	117,650
Hides............ lbs	44,035	12	5,284	681
Hides ....no	24,427	3 50	85,494	108,961
Iron ....pcs	604,861	1 50	907,291	543,817
Do ....bdls	63,716	3 75	238,935	249,492
Do .... tons	11,978	75 00	898,350	1,466,560
Lard ....brls	43,799	20 00	875,980	1,084,616
Do .... kgs	62,806	4 50	282,627	373,384
Lard Oil........brls	43,595	30 00	1,307,850	1,223,728
Linseed Oil.........	3,454	37 00	127,798	205,038
Molasses........brls	45,150	12 00	541,800	507,048
Oil Cake.......tons	778	25 00	19,450	25,620
Oats.............. sks	42,282	1 25	52,852	3,773
Potatoes, &c... brls	10,399	3 25	33,797	9,119
Pork & Bacon.. hds	42,469	60 00	2,548,140	2,363,040
Do............. tcs	40,515	20 00	810,300	931,984
Do............brls	104,275	14 50	1,511,987	1,619,500
Do ....bxs	22,574	21 00	472,851	367,314
Do in bulk... lbs	873,054	6	52,383	96,977
R'pe, tw'e, &c.. pgs	3,909	7 00	27,363	72,380
Soap ....bxs	34,247	3 30	113,015	128,844
Sheep ....head	1,650	2 20	3,630	2,028
Sugar ....hhds	32,432	62 00	2,010,784	1,985,355
Salt.............brls	36,333	3 10	112,632	111,735
Do .... sks	9,606	1 40	13,448	39,605
Seed flax ....brls	1,121	4 50	5,044	13,452
Sundry, mdz ...pgs	811,625	6 00	4,869,750	7,201,180
Do mdz......tons	8,466	600 00	5,079,600	7,466,400
Do liquors ... brls	25,714	45 00	1,157,130	1,940,600
Do manf'rs... pcs	347,564	4 00	1,390,256	1,527,888
Do prod'c...pkgs	141,925	3 50	496,737	325,576
Starch ....bxs	24,520	3 60	88,272	103,025
Tallow..........brls	6,893	35 00	241,255	236,698
Tobacco .. kgs & bxs	26,077	23 00	599,771	676,302
Do .... hds	4,968	90 00	447,120	785,652
Do ....bales	3,307	8 50	28,109	23,590
Vinegar ....brls	8,643	2 50	21,607	16,260
Whisky	243,551	12 00	2,922,612	1,996,896
Wool.......... bales	6,435	34 00	218,790	225,365
Wool............ lbs	4,482	28	1,254	425,790
White Lead.... kgs	55,218	2 20	121,479	148,562
Castings .... pcs	80,263	5 00	401,315	954,480
Do .... tons	2,073	90 00	186,570	279,400
Total...............	....	......	$38,777,394	$45,432,780

NOTE.—It must be remembered that all our imports and exports are not included in the above tables, but only the chief articles, and consequently, the aggregate value is not the total valne of all the articles imported and exported. The full value of our exports may be set down at sixty millions dollars, and of the imports, at seventy-five millions dollars. A large quantity of our imports is taken by wagons into the interior, and consequently, do not come into our exports.

DESTINATION OF THE PRINCIPAL ARTICLES

EXPORTED FROM THE PORT OF CINCINNATI, FOR THREE YEARS, COMMENCING SEPTEMBER 1st, AND ENDING AUGUST 31st, EACH YEAR.

Comm'ities.	To N. Orleans.			To Other Down River Ports.			To Up Ri'r Ports			Via Canals and Railways.			By Flat Boats.		
	'52–'53	'53 '54	'54 '55	'52–'53	'53 '54	'54 '55	'52–'53	'53 '54	'54 '55	'52–'53	'53 '54	'54 '55	'52–'53	'53 '54	'54 '55
Apples, brls	2484	3308	1496	2998	216	732	440	3771	75	598	944	1124	......	150	......
Alcohol	2659	2329	2486	1446	1584	1197	1766	8676	5827	3798	5981	10446	48	......	100
Beef.........	23865	13810	13622	913	416	554	675	3759	1768	1529	3069	1640	228	8	515
Do tcs......	15555	4225	4444	49	6	127	742	2645	4686	969	770	4720	......	......	8
Beans, brls..	3676	3104	855	138	120	277	68	107	23	43	67	142	20	15	......
Brooms, doz	2435	2118	5808	5198	9400	9257	1614	2030	1261	1899	1853	1949	485	105	730
Butter, brls	2822	2366	786	840	792	470	93	271	20	78	174	24	75	3	......
do fks&kgs	35890	30359	17724	3851	7892	5666	51	2098	111	2524	1246	695	290	142	......
Bran, &c sks	446	......	347	4260	7834	2402	4850	5870	6242	430	1791	2465	......	......	......
Bagging, pcs	5526	2886	953	8251	3193	1517	......	......	......	280	30	15	......	......	......
Corn, sks...	367	30	5141	314	1836	3901	31948	37392	46718	26503	168	8584	......	......	......
C'n M'l, brls	200	371	178	17	......	87	4	30	1758	97	6	749	......	......	20
Cheese, cks	......	......	......	49	20	4	......	......	......	......	3	......	......	......	......
Do bxs...	52479	51609	31881	78517	72091	58483	3685	4903	1471	8335	11125	10517	2477	935	844
Candles.....	66123	74373	54406	35667	43227	50259	32436	21781	15033	17573	12687	19493	1410	241	1050
Cattle, head	29	97	106	45	58	73	51	31	......	2506	11856	10107	......	......	......
Cotton, b'ls	61	......	......	126	......	......	9502	9882	6012	2409	5663	4009	......	......	......
Coffee, sks .	26	25	......	20232	14406	14838	9592	7214	4231	37272	26989	23214	50	......	100
Coop'ge, pcs	30175	58682	49773	31307	72660	41156	12786	14876	6569	29590	26631	10607	......	200	60
Eggs, brls...	4869	2730	1859	436	222	134	392	1090	639	3082	2379	2382	......	......	......
Flour, ...	202877	148692	10283	48734	10207	886	19103	83358	65116	42127	90521	122991	76579	49779	2750
Feathers, sks	108	114	60	29	173	142	5449	5228	2289	3924	4079	4828	......	......	......
Fruit, d'd, bu	2063	1620	1579	12726	3073	5817	612	9287	232	3150	18023	5401	......	......	......
Grease, brls.	......	614	......	16	99	567	1053	3956	2677	5041	11034	6169	......	......	......
Grass Seed..	283	40	21	4782	9059	4478	2019	3536	630	1229	1740	2201	......	......	......
Horses, head	417	572	239	952	913	1080	293	473	115	110	120	196	......	......	......
Hay, bales ..	1970	31	302	1715	516	1112	72	221	4171	156	12	121	436	......	......
Hemp, bales	......	......	......	496	1091	18	549	1184	957	2041	3915	1943	......	......	......
Hides, ℔s...	......	......	......	......	......	......	......	......	......	28449	6815	44035	......	......	......
Hides, No...	......	......	......	4265	1124	1138	16026	20892	16445	15951	14316	6844	......	......	......
Iron, pcs ...	6626	13536	18042	95477	153040	258659	8522	8133	11318	111524	165177	316842	......	......	......
Do bdls....	2567	2018	2053	26616	30577	31774	2071	2145	734	24227	27623	29155	90	......	......
Do tons....	52	36	237	2200	1662	1082	973	2262	1880	14021	14362	8779	382	140	23
Lard, brls...	18874	9427	16817	110	47	622	10635	34517	12048	13033	13093	14312	17	26	45
Do kegs..	65938	45118	30537	1899	1070	1175	17769	33058	11601	13044	5100	19493	2349	636	431
Lard Oil, brls	13270	11806	6110	2975	3338	2406	5905	19781	18154	9440	12351	16925	22	194	31
Linseed Oil .	1176	855	485	2034	3193	1866	1637	513	252	1841	1848	851	20	3	......
Molasses, bls	......	145	......	7680	5030	2467	32894	28981	18006	24482	29225	24677	......	......	......
Oil Cake. tns	1401	668	54	16	......	......	......	......	70	2342	1162	654	......	150	......
Oats, sks....	6376	406	12499	54	160	4768	85	724	9789	82	2483	15226	1000	......	......
Potatoes, bl	4938	4133	1816	3403	2175	3654	1684	149	1068	3054	838	3861	550	1246	......
Pk &B'n, hd	20225	13622	12296	692	358	2489	18742	29783	21102	7491	5467	6582	699	150	666
Do tcs	18844	16197	9860	952	827	1680	21408	18990	14796	11950	15844	14239	251	......	170
Do brls	103626	50647	59872	322	2478	1782	8629	36395	21069	23130	45439	21552	2174	2250	311
Do bxs	1892	4747	4099	2	100	......	3546	10858	10487	898	3101	7988	......	160	......
Do in blk, ℔	139601	385000	205808	135762	97103	......	898821	649593	541365	972803	807852	125881	219901	461000	205808
Rope, pkg	4468	2724	858	8007	4999	2319	722	1494	128	1160	1123	604	90	......	......
Soap, bxs...	6521	6651	4054	15838	17618	10523	5799	9284	11102	8878	6092	8568	534	325	130
Sheep, head	300	85	......	102	90	50	......	59	......	650	780	1600	......	......	......
Sugar, hhds	......	......	......	3180	2919	1742	8100	7601	4057	20335	33599	26633	......	......	......
Salt, brls....	......	40	......	7478	16396	15682	324	151	343	25070	20664	20308	167	100	......
Do sks....	......	......	48	18830	21044	7304	5216	4346	677	5650	5076	1577	100	......	48
Sd Flax, brls	88	27	25	2177	1522	569	414	608	204	864	788	323	......	......	......
S'y mdz pks	11129	31850	19700	324627	264660	162950	133770	124460	63525	587949	787560	565450	......	......	......
do do tons	462	207	370	670	1380	2070	39	......	20	4936	10857	6006	20	......	......
do liq'rs, br	5035	5460	2821	30291	29190	16662	5417	6443	2460	12965	7422	3771	380	50	40
do mt's, ps	30418	129498	121392	112506	211566	190365	9185	27353	20740	9530	13555	15067	1803	......	7500
do prod. ps	1140	851	330	19110	26550	21037	24663	50663	1962	3505	20672	100929	......	......	......
Starch, bxs .	13052	14642	12949	7534	9396	9261	1680	2310	756	4257	5357	1554	30	......	75
Tallow, brls	388	60	223	563	399	20	1475	1403	1079	2346	6300	5571	......	......	......
T'co, ks, bxs	1815	1123	777	9556	10080	7030	4264	5830	3218	16232	13708	15052	209	173	83
Do hhds .	434	160	333	281	127	17	252	1306	655	5935	7760	3963	......	......	......
Do bales .	......	26	......	312	1131	1058	385	871	604	644	1342	1645	......	......	......
Vinegar, brls	449	450	1227	4107	2419	2693	1203	858	435	2490	2772	4288	236	......	30
Whisky	129111	99930	87759	56801	60525	59752	56654	69052	56738	15050	20105	39302	19478	7861	12356
Wool, bales.	......	......	......	583	180	353	7238	2608	3889	1611	1647	2193	......	......	......
Wool, ℔s....	......	......	......	......	......	......	......	......	......	1586	14193	4482	......	......	......
Wh'e Ld, kgs	2645	1368	656	36344	36200	21566	7445	7746	4973	29227	29069	28023	130	......	......
Castings, pcs	3962	4402	3027	51454	96626	48822	2201	5184	967	9859	52873	27447	409	......	106
Do ts	1746	1158	742	448	604	1028	52	29	13	853	1183	290	......	8	......

Comparative Monthly Statement of Steamboats Arrivals and Departures.

AT THIS PORT FOR FOUR YEARS, ENDING AUGUST 31, EACH YEAR.

ARRIVED FROM

MONTHS.	NEW ORLEANS.				PITTSBURGH.				ST. LOUIS,				OTHER PORTS.				TOTAL.			
	'51-'52	'52-'53	'53-'54	'54-'55	'51-'52	'52-'53	'53-'54	'54-'55	'51-'52	'52-'53	'53-'54	'54-'55	'51-'52	'52-'53	'53-'54	'54-'55	'51-'52	'52-'53	'53-'54	'54-'55
September........	2	8	1	..	29	40	41	1	10	25	29	7	208	255	257	104	250	328	328	112
October...........	1	1	..	..	32	30	30	13	14	21	17	8	225	208	245	121	272	260	292	142
November........	2	11	17	..	56	62	60	10	30	26	22	19	286	229	262	163	374	328	355	192
December	10	21	22	8	33	65	26	19	19	23	18	20	148	231	245	189	220	350	311	236
January..........	23	45	26	28	24	53	37	64	6	10	5	13	106	232	159	199	159	340	227	304
February,........	33	39	33	25	56	62	50	10	11	8	4	7	243	212	257	50	343	321	344	92
March....	42	31	36	25	77	75	74	59	24	19	16	20	276	247	295	191	419	379	421	295
April............-	38	31	28	32	63	64	78	72	29	26	20	24	210	284	290	209	349	402	416	337
May.....	29	26	27	17	67	50	60	57	28	24	25	31	237	316	264	204	361	416	376	309
June,............	23	11	16	16	50	44	44	31	18	13	30	20	240	256	257	156	331	323	347	224
July.............	12	4	6	5	39	23	27	33	17	23	22	21	246	233	226	161	314	283	281	220
August....	3	10	..	3	48	51	4	38	12	15	8	25	220	249	177	162	283	428	189	228
Total	219	254	206	159	574	619	531	407	218	233	216	210	2654	2952	2934	1809	3675	4058	3887	2845

DEPARTED FOR

MONTHS.	NEW ORLEANS.				PITTSBURGH.				ST. LOUIS.				OTHER PORTS.				TOTAL.			
	'51-'52	'52-'53	'53-'54	'54-'55	'51-'52	'52-'53	'53-'54	'54-'55	'51-'52	'52-'53	'53-'54	'54-'55	'51-'52	'52-'53	'53-'54	'54-'55	'51-'52	'52-'53	'53-'54	'54-'55
September........	7	15	4	..	14	35	46	..	17	27	27	8	202	245	260	107	240	322	337	115
October...........	3	3	1	2	24	25	24	1	18	28	30	20	203	209	226	121	248	259	281	144
November	26	27	37	11	37	69	61	8	27	26	32	20	216	229	257	159	336	347	387	198
December	16	45	27	18	32	58	42	18	8	19	12	19	145	235	237	170	201	354	318	225
January..........	23	47	32	34	19	49	30	54	3	16	3	29	191	232	199	204	236	215	264	321
February.........	39	37	29	12	52	53	44	17	19	14	13	9	224	236	275	51	334	340	361	89
March............	37	23	21	22	68	68	58	66	36	33	40	46	260	260	297	187	401	384	416	315
April,............	28	21	16	11	66	58	72	69	33	34	31	53	216	289	303	196	343	390	422	328
May	25	16	18	12	75	59	52	58	24	20	31	38	240	313	263	204	364	408	364	312
June,.............	14	8	8	7	50	31	50	36	19	19	20	26	245	277	238	160	328	335	316	228
July..............	14	4	4	4	29	15	16	30	16	24	21	25	239	255	235	169	298	298	276	229
August	4	4	..	2	32	48	..	43	21	28	15	23	225	261	177	168	282	340	192	226
Total,...........	326	250	197	133	498	567	495	400	241	288	275	316	2536	3041	2967	1996	3611	4113	3934	2585

NAMES AND TONNAGE OF
STEAMBOATS AND BARGE .

Arrived at the Port of Cincinnati, from Sept. 1st, 1854, *to Sept. 1st,* 1855.

Names.	*Tonnage.*
Advance	176
A. L. Davis	146
Aurilla Wood	150
Atlanta	14
Arabia	278
Americus	235
Altamont	292
Altoona	181
Argyle	389
Allegheny	520
Ambassador	367
Arctic	346
Adriatic	492
Alma	328
Amazon	433
A. G. Mason	185
Albemarle	193
Argonant	250
Ariel	170
A. B. Chambers	415
Ben Coursin	161
Bostona	375
Brazil	211
Belle Golding	205
Bridge City	198
Ben Franklin	230
Buckeye Belle	197
Boone	250
Ben Bolt	269
Bay City	234
Baltimore	660
Buckeye	400
Buckeye State	500
Ben West	260
Black Diamond	167
Billow	150
Cuba	176
City Belle	223
Challenge	260
City of Knoxville	77
City of Wheeling	486
Castle Garden	174
Cabinet	208
Conewago	192
Chicago	268
Charleston	345
Caledonia	293
Clara Dean	196
Cumberland Valley	200
C. Bealer	258
Cincinnati	400
Champion No. 1	98
Champion No. 2	160
Clifton	189
Crescent City	384
Commodore	141
Condor	368
Delegate	218
Duke	376
Daniel Boone	417
Dick Keys	407
David Gibson	424
Delta	396
Dan Convers	163
Diana	188
D. A. Given	192
Davenport	138
Duchess	371
Emma Dean	212
Endeavor	205
Ella	173
Eclipse	157
Empire	169
Empire City	296
Empire State	350
Equator	84
Edinburgh	348
Equinox	276
Eliza	400
Europa	349
Exchange	128
Evansville	162
Exchange No. 2	158
Forest Queen	283
Fort Henry	178
La Belle	137
Lake Erie No. 2	161
Landis	392
Lucie May	179
Lebanon	233
Laclede	195
Louisa	110
Mansfield	225
Minerva	192
Montgomery	275
Midas	307
Mediator	422
Memphis No. 2	319
Moses Greenwood	300
Monarch	430
May Flower	850
Madison	421
Mattie Wayne	300
Monongahela	387
Minnesota Belle	244
Monongahela Belle	70
Madona	105
Magnolia	145
Moses McLellan	406
Nettie Miller	146
Norma	398
Northerner	433
New World	280
Natchez	838
Nebraska	756
N. W. Thomas	419
New St. Paul	226
New York	296
North Star	276
Nashobah	137
Ocean Wave	256
Ohio	348
Ohio No. 2	197
Ohio Belle	472
Orb	266
Parthenia	154
Prairie Rose	237
Prairie City	250
Progress	212
Philadelphia	584
Pennsylvania	655
Persia	171
Pittsburgh	509
Paul Jones	387
Princess	854
Quaker City	232
Queen of the West	472
Queen City	475
Rescue	176
Rosalie	164
Republic	119
R. H. Lindsey	150
Rock City	173
Ranchero	219
R. H. Winslow	335
Return	219
Rosa	292
Rochester	200
Reliance	167
R. L. Cobb	224
Summit	128
Swallow	213
Salem	147
Sciota No. 2	265
Switzerland	456
South America	330
Susquehana	390
Seventy Six	254
Shingiss	170
St. Clair	334
Sultan	370
Sam Snowden	190
Statesman	248
Stella Blanche	226
Silver Wave	303
Sam. Young	167
S. Bayard	156
Saint Louis	192
T. Scott	50
Tiber	181
Fairy Queen	174
Fort Pitt	130
Fairfield	160
Forester	216
Flag	236
Forest Rose	205
Fannie Farrar	159
Falls City	740
Franklin Pierce	349
Fannie Harris	167
Fanny Fern	225
Flora	193
F. K. Jr	70
Falls City	192
Gazel	215
Gazelle	40
Grand Turk	270
Golden Gate	317
Golden State	300
Granite State	300
Glendale	395
Gulnare	350
Great West	261
Grape Shot	169
Gipsey	132
Gov. Meigs	146
Huron	168
High Flyer	480
Helen Mar	187
Hero	80
H. T. Yeatman	200
Hungarian	360
Herald	300
Hartford	144
Henry Lewis	414
Home	183
Hurricane	58
Hercules	170
Hornet	165
Hickman	255
Irene	125
Indiana	370
Interchange	199
James Raymond	270
Jeannette	156
Jefferson	146
Jane Franklin	196
J. P. Tweed	315
J. H. Done	216
James Paul	100
J. C. Fremont	326
J. S. Pringle	318
James Park	286
James Jackson	144
Jacob Strader	906
James Watt	79
Jo. Gales	208
Jesse Lazear	73
J. B. Carson	194
J. Jacobs	66
John Bell	224
James Guthrie	396
Jacob Poe	202
Kate Cassel	189
Kenton	250
Keystone	328
Kentucky Home	[illegible]22
Keystone State	425
Louisville	174
Linden	159
Lady Pike	239
Lancaster	135
Lancaster No 3	280
Latrobe	185
Twin City	210
Tropic	252
Thos. Swann	660
Telegraph No. 3	748
Tecumseh	418
Tennessee Belle	256
T. Shriver	100
Tornado	82
Tigress	170
Umpire	156
Umpire No. 3	112
U. S. Aid	125
U. S. Mail	230
Vienna	193
Vermont	161
Wm. Knox	191
Wm. Noble	420
Windsor	203
Wm. Bagaley	445
Washington City	317
Winifrede	136
Wm. Baird	298
W. H. Denny	281
Wisconsin No. 2	297
W. A. Eaves	170
Wenona	171
Yorktown	154
Yorktown No, 2	420
Yuba	348
Barge Eliza	204
“ Niles	205
“ Uncle Sam	260
“ Yorktown No 2	222
“ Rockaway	201
“ Ohio	220
“ Charley	216
“ United States	229
“ Memphis	148
“ Joe Torrence	211
“ Ion	230
“ Cincinnatus	224
“ Kate Hays	240
“ Empire	195
“ Sam Hibberd	227
“ Duchess	226
“ Black Nose	236
“ Damon	267
“ Pythias	267
“ Wm. Irwin	277
“ Charley West	277
“ M. A. Conant	129
“ P. H. Conant	129
“ Swan	288
“ Rescue No. 2	80
“ Hattie Fowler	62
“ Dearborn	268
“ Frank Dean	130
“ Dove	90
“ Osprey	100
“ Little Memphis	130
“ Ripley	268
“ Wide Awake	236
“ Monongahela	201
“ Molly Stark	143
“ Jennie Davis	141
“ Gipsey	67
“ Fairy	67
“ Arch Gordon	242
“ Hamilton	138
“ Joe	138
“ Patriot	125
“ Lake Champlain	107
“ Grand Turk	117
“ Greyhound	178
Total Tonnage Steamboats and Barges	80.874

NEW STEAMBOATS AND BARGES,

Built here since Sept. 1st, 1854.

NAMES.		TONNAGE.
Steamer	Bostona	377
"	Ariel	170
"	Daniel Boone	417
"	Montgomery	275
"	Switzerland	456
"	Natchez	838
"	Nebraska	756
"	Seventy Six	254
"	Nashobah	137
"	Jo Gales	208
"	Davenport	138
"	Lancaster No.3	280
"	Princess	854
"	Home	183
"	Queen of the West	472
"	Ohio Belle	472
"	Moses McLellan	406
"	A. B. Chambers	415
"	Hickman	255
Barge	Little Memphis	130
"	Frank Dean	130
"	Wide Awake	236
"	Molly Stark	143
"	Arch Gordon	242
"	Hamilton	138
"	Joe	138
"	Greyhound	178
	Total	868

COMPARATIVE AGGREGATES.

	Number.	Tonnage.
1850-'51	233	49,274
1851-'52	263	60,542
1852-'53	298	76,647
1853-'54	314	80,266
1854-'55	318	8,874

The above shows but a very small increase in the number and tonnage of steamboats and barges which have arrived at this port during the year; but when it is considered that the Ohio River was unnavigable for any but the smallest class of steamers, from the 1st of September until the 31st of December, 1854, and that it was not until the 1st of February, 1855, that it was at what may be termed a good navigable stage, the surprise is that there was not a large falling off.

The following table shows the whole number with the tonnage, of Steamboats and Barges, built at this port, for each year during the last ten years,

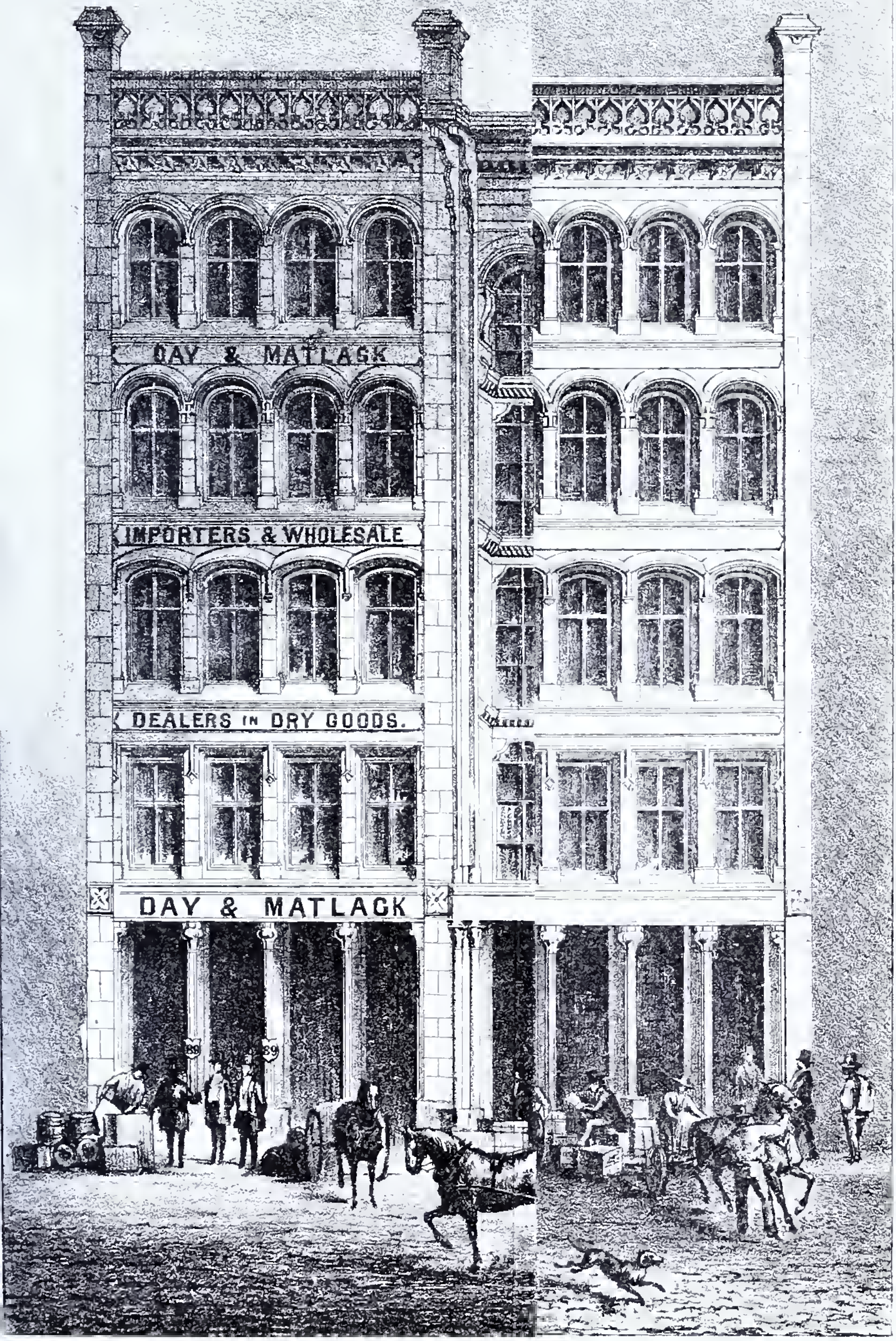
1854–'55,	No. 27	tons	8,698
1853–'54,	No. 31	"	9,858
1852–'53,	No. 29	"	10,252
1851–'52,	No. 33	"	8,896
1850–'51,	No. 31	"	8,206
1849–'50,	No. 16	"	4,560
1848–'49,	No. 23	"	7,281
1847–'48,	No. 29	"	10,233
1846–'47,	No. 32	"	8,268
1845–'46,	No. 25	"	7,657

The above exhibit shows only a very slight falling off in the number and tonnage of Steamboats and Barges which have been built during the year, nothwithstanding the great depression in the Steamboat business, which has prevailed, and which can be understood by all river men : the Ohio river having not been at a navigable stage for even second class Steamers, from June 1854 until February 1855, a period of *eight months*, during which time Steamboats of the first and second class were laying idle. But a reaction has set in, and there are now in course of construction at our ship yards ten Steamers, which are not included in the above list, the aggregate tonnage of which is 4,750 tons ; and three Stern wheel boats have just left the shipyards, and are now being finished. Their average tonnage is 130 tons each.

Average Prices

Of Prime New Orleans MOLASSES and Prime Western Reserve CHEESE, for each month during the last three years.

MONTHS.	N. O. MOLASSES.			W. R. CHEESE.		
	52-53.	53-54.	54-55.	52-53.	53-54.	54-55.
September	33	24⅔	19	6⅜	8¾	10
October	28	24½	20	7	9	10
November	28	24¼	20	8¼	9	10
December	27½	24¾	20⅓	9⅛	9	10
January	29¾	24¾	21⅞	8¼	8½	10
February	29½	24	23½	8½	8½	10
March	29	23¾	25½	9¼	8⅞	10
April	26¼	21	32½	9¼	9	10
May	25¾	22	34	7½	8¾	9½
June	25	21	31½	7	8⅜	8
July	22	20	36¾	7	8¼	8⅛
August	22	20	38½	7¾	9½	8¼



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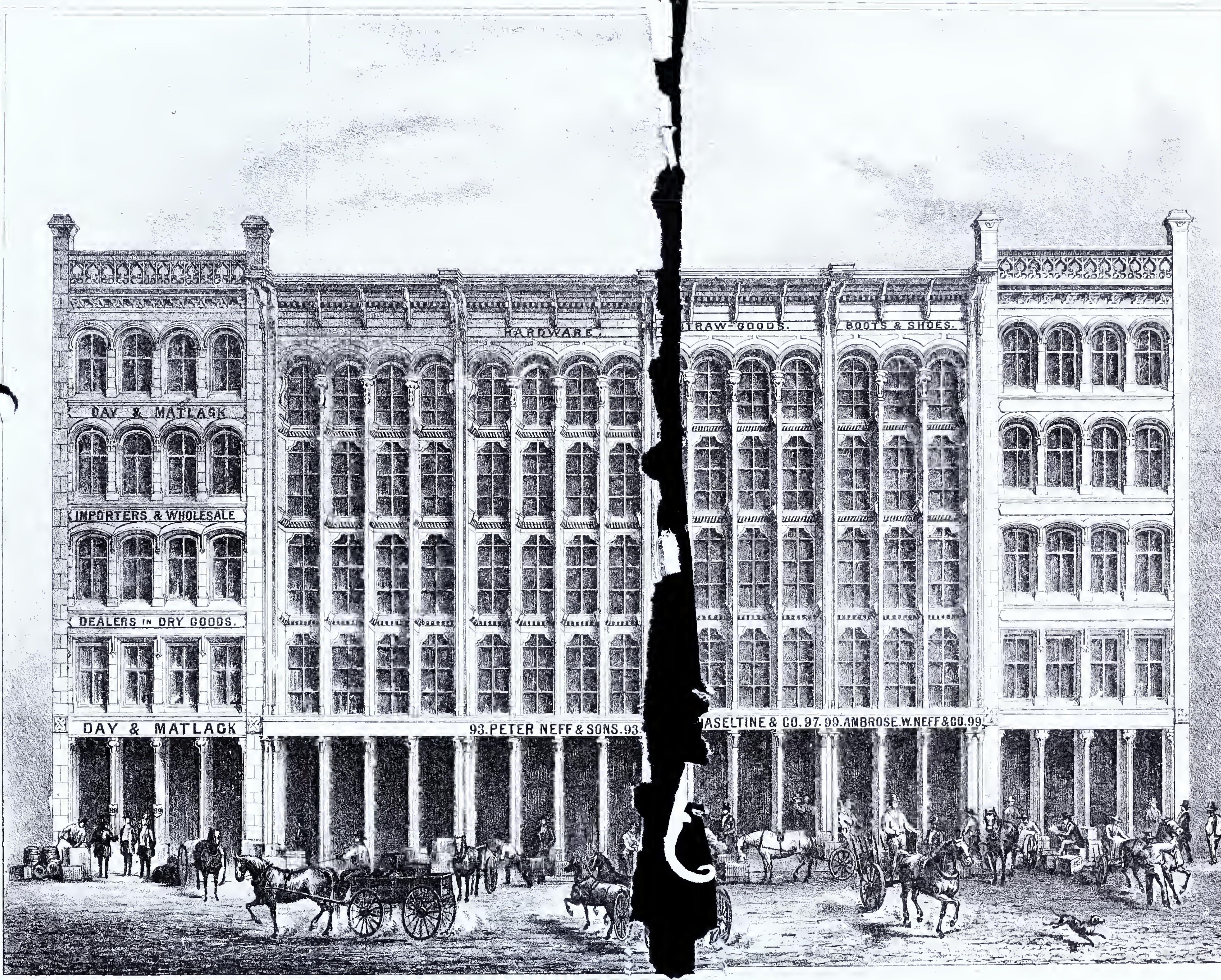
March	29	23¾	25½	9¼	8⅞	10
April	26¼	21	32½	9¼	9	10
May	25¾	22	34	7½	8¾	9½
June	25	21	34⅛	7	8½	8
July	22	20	36¾	7	8¼	8⅛
August	22	20	38½	7¾	9½	8¼



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SOUTH SIDE OF PEARL BETWEEN VINE & RACE STREET.

CINCINNATI.